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# TWENTY-FOURTH ANNUAL REPORT

OF THE

# RAILROAD COMMISSION

OF THE

# STATE OF FLORIDA

FOR THE YEAR ENDING FEBRUARY 28, 1921



T. J. APPLEYARD, PRINTER, TALLAHASSEE, FLORIDA

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## COMMISSIONERS

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GEO. G. McWHORTER, <i>Chairman, Commissioner;</i>	Aug. 17,
E. J. VANN, <i>Commissioner;</i>	1887, to
WILLIAM HIMES, <i>Commissioner;</i>	June 13,
JOHN G. WARD, <i>Secretary.</i>	1891.

(Commission was abolished by Act of Legislature, 1891; was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, <i>Chairman, Commissioner;</i>	July 1,
HENRY E. DAY, <i>Commissioner;</i>	1897, to
JOHN M. BRYAN, <i>Commissioner;</i>	Jan. 3,
J. L. NEELEY, JR., <i>Secretary.</i>	1899.

HENRY E. DAY, <i>Chairman, Commissioner;</i>	Jan. 3,
JOHN M. BRYAN, <i>Commissioner;</i>	1899, to
JOHN L. MORGAN, <i>Commissioner;</i>	Jan. 8,
JOHN L. NEELEY, <i>Secretary.</i>	1901.

HENRY E. DAY, <i>Chairman, Commissioner;</i>	Jan. 8,
(Henry E. Day resigned October 1, 1902, and	1901, to
was succeeded by R. Hudson Burr. At the	Jan. 6,
same time John L. Morgan was elected Chair-	1903.
man for the rest of the term.)	

JOHN M. BRYAN, <i>Commissioner;</i>	Jan. 8,
JOHN L. MORGAN, <i>Commissioner;</i>	1901, to
JOHN L. NEELEY, <i>Secretary.</i>	Jan. 6,
(John L. Neeley resigned October 1, 1901, and	1903.
Royal C. Dunn was elected as his successor.)	

JEFFERSON B. BROWNE, <i>Chairman, Commissioner;</i>	Jan. 6,
R. HUDSON BURR, <i>Commissioner;</i>	1903, to
JOHN L. MORGAN, <i>Commissioner;</i>	Jan. 3,
ROYAL C. DUNN, <i>Secretary.</i>	1905.

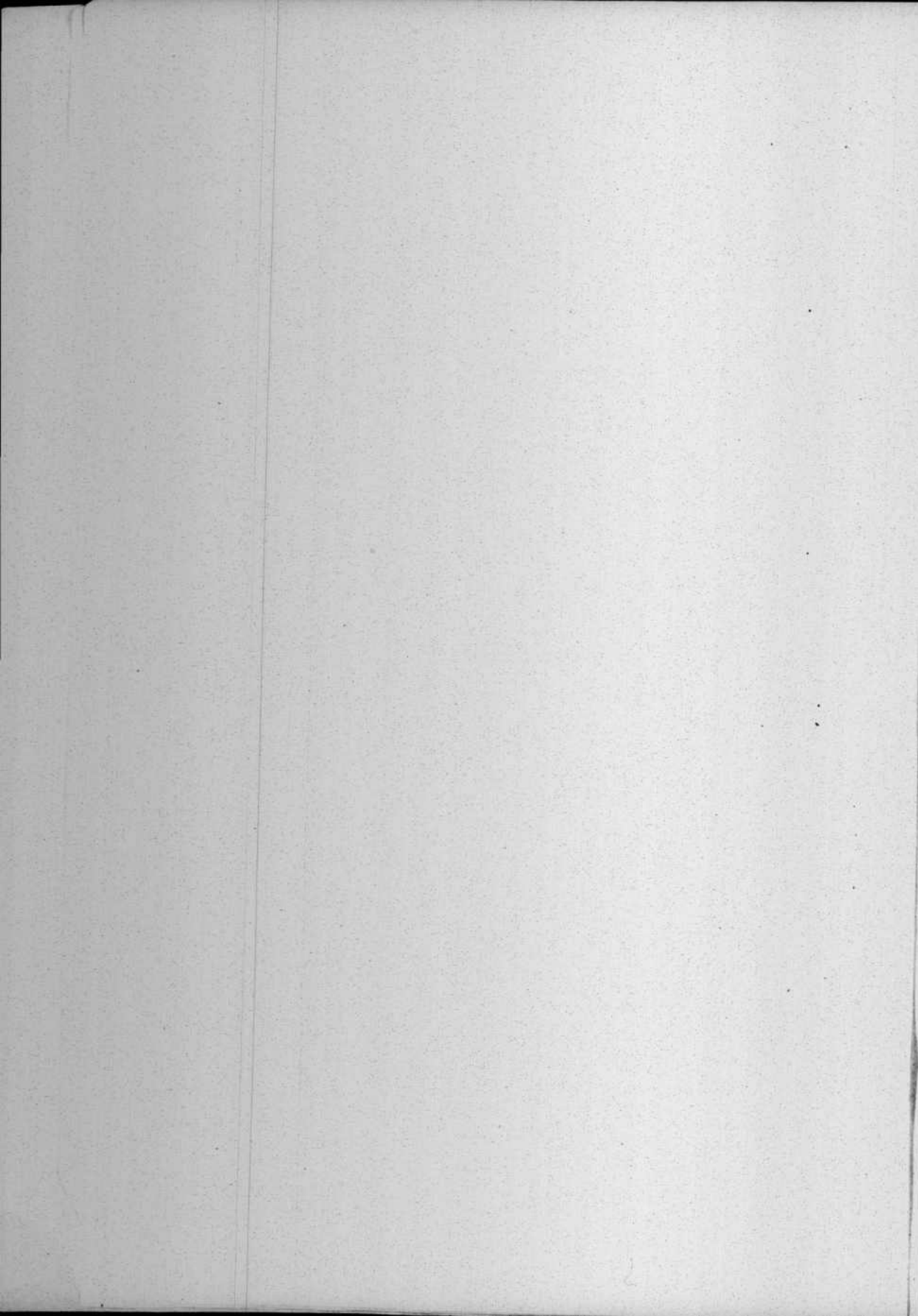
JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner;	} Jan. 3, 1905, to Jan. 8, 1907.
R. HUDSON BURR, Commissioner;	
JOHN L. MORGAN, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	
R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 8, 1907, to Jan. 4, 1909.
JOHN L. MORGAN, Commissioner;	
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	
R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4, 1909, to Jan. 3, 1911.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
S. E. COBB, <i>Secretary</i> .	
(S. E. Cobb resigned September 5, 1909, and J. Will Yon was elected as his successor.)	
R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 3, 1911, to Jan. 7, 1913.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	
R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7, 1913, to Jan. 5, 1915.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	
R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 5, 1915, to Jan. 2, 1917.
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	
(J. Will Yon resigned August 1, 1917, and Lewis G. Thompson was elected as his successor.)	

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 2,
NEWTON A. BLITCH, Commissioner;		1917, to
ROYAL C. DUNN, Commissioner;	}	Jan. 7,
LEWIS G. THOMPSON, <i>Secretary</i> .		1919.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 7,
NEWTON A. BLITCH, Commissioner;		1919, to
ROYAL C. DUNN, Commissioner;	}	Jan. 4,
LEWIS G. THOMPSON, <i>Secretary</i> .		1921.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 4,
NEWTON A. BLITCH, Commissioner;		1921, to
A. S. WELLS, Commissioner;		Jan. 2,
LEWIS G. THOMPSON, <i>Secretary</i> .		1923.

Note—Royal C. Dunn was not a candidate for re-election.



# Report of RAILROAD COMMISSION State of Florida

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Tallahassee, Fla., March 1, 1921.

*To His Excellency Cary A. Hardee,  
Governor of Florida.*

Sir:

In accordance with the law, the Railroad Commissioners of the State of Florida herewith submit to you their twenty-fourth annual report for the period beginning March 1, 1920, and ending February 28, 1921.

## NECESSITY FOR PUBLIC UTILITIES ACT

In view of the rapid growth in the population of the State, and the increased number of communities and persons being served by public utilities of one kind or another, it is important at this time in the public interest for the Legislature to enact a Public Utilities Law, under which there may be a comprehensive regulation of utilities serving the public.

In passing, it may be well to briefly recite what regulatory laws have heretofore been passed by the Legislature of Florida, dealing with the subject of control of public utilities. In 1887 the Legislature created a Railroad Commission, with very limited powers, which was abolished in 1891.

In 1897 the Legislature passed an act re-establishing the Railroad Commission, with enlarged powers and duties, which has continued to function under that act, and acts amendatory thereof and supplemental thereto.



At first the Commission was only authorized to regulate railroad, steamboat and express companies. Later, by separate act, telephone and telegraph companies were placed under the jurisdiction of the Railroad Commission. By a decision of the Supreme Court of Florida in March, 1920, street railway companies were held to be under the jurisdiction of the Commission.

The Commissioners have prepared a bill and recommend to the Legislature the passage of same, which changes the name of the Railroad Commission to "The Public Utilities Commission," that preserves all of the powers heretofore exercised over railroad, steamboat, express, telephone and telegraph companies, and brings under the jurisdiction of the Commission other utilities serving the public, viz.: Street railway, gas, light, water, power and transmission companies. Nearly all of the States of the United States have extended the powers of their State administrative commissions to the regulation of all public utilities, and in the judgment of the Florida Railroad Commission the same policy should be followed in Florida.

Florida has grown very rapidly in the last ten years, and it is shown by the census of 1920 that the urban population of the State has grown more rapidly than in most of the States, and every indication of a more rapid growth in the near future. Therefore, the sooner a Public Utilities Law is made operative the less difficulty there will be in inaugurating the work of regulation.

The Commissioners recommend raising the necessary revenue to meet the expense of this department of the government by a small tax on gross operating revenues of all of the utilities coming under the jurisdiction of the Commission, rather than by direct appropriation from general revenue. This plan relieves to a considerable extent the rural tax payer, who is not interested, as a rule, in the regulation of street railway, gas, light and water companies.

The Commissioners not only recommend the passage of such legislation, but earnestly express the hope that the Legislature of 1921 will pass such an act.

## RETURN OF CARRIERS TO PRIVATE CONTROL

Effective March 1st, 1920, under the Act of Congress known as the Transportation Act of 1920, the carriers of the country were returned to private control. This law provided, among other things, that:

"All rates, fares and charges, and all classifications, regulations and practices, in any wise changing, affecting or determining, any part of the aggregate of rates, fares or charges, or the value of the service rendered, which on February 29, 1920, are in effect on the lines of the carriers subject to the Interstate Commerce Act, shall continue in force and effect until thereafter changed by State or Federal authority, respectively, or pursuant to authority of law; but prior to September 1, 1920, no such rate, fare, or charge shall be reduced, and no such classification, regulation or practice shall be changed in such manner as to reduce any such rate, fare or charge, unless such reduction or change is approved by the Commission."

The Commission referred to in the Act is the Interstate Commerce Commission. This clause of the Act made it practically impossible to make any changes in our rates, rules and regulations until after September 1, 1920, because of the immense amount of work before the Interstate Commerce Commission that was of more importance and more pressing in its demands than the investigation of specific rate situations with very few exceptions.

Prior to September 1, 1920, the carriers made application to the Interstate Commerce Commission and to all State Commissions for a further increase in freight and passenger rates. The Interstate Commerce Commission

heard the matter as to interstate rates under their Ex Parte No. 74, and their decision was made on July 29, 1920. This decision divided the country into four groups, and authorized increases in the various groups as follows:

Eastern .....	40%
Southern .....	25%
Western .....	35%
Mountain-Pacific .....	25%

It then became necessary to provide increases for traffic between the various groups, which was placed at 33 1/3%.

These increases were placed on top of the rates as in effect on July 29, 1920, which had the effect of perpetuating the specific increases on many commodities as laid by General Order No. 28 of the Director General of Railroads.

The Transportation Act provided that the carriers should be allowed rates that would enable them to earn an income of 6% upon the aggregate value of the property of the carriers held for and used in the service of transportation, and it was the view of the Interstate Commerce Commission that the increases allowed would produce such an income on interstate traffic.

Shortly after the Interstate Commerce Commission made its decision, all carriers in this State made application to the Florida Railroad Commission for increases in freight and passenger rates the same as those allowed by the Interstate Commerce Commission. This application was formally heard on August 18, 1920, and as a result of this hearing the Commissioners issued Order No. 698, allowing certain increases, but not tracking the Order of the Interstate Commerce Commission in Ex Parte No. 74.

This Commission went back to the rates as in effect on June 24, 1918, and authorized two increases thereon of 25%, or an approximate increase, since June 24, 1918, of 56.2%. The purpose of making the adjustment in this

way was to eliminate from our rate structure the specific advances authorized by General Order No. 28, while at the same time allowing increases that would approximate those allowed by the Interstate Commerce Commission.

On passenger fares we authorized an increase of 20% to the fares as in effect October 1, 1920, with the same increase on excess baggage rates.

Also an increase of 20% in the rates for milk and cream carried in passenger trains.

A surcharge upon passengers in sleeping cars and parlor cars was authorized to the amount of 50% of the charge for space in such cars, the revenue accruing therefrom to go to the rail carriers.

There was further authorized a single increase of 25% in the rates as in effect June 24, 1918, for switching, transit, weighing, diversion, re-consignment, lighterage, storage (not including track storage), and transfer.

To intra-plant, intra-terminal and inter-terminal switching rates as in effect on June 24, 1918, there was authorized two increases of 25% each.

The Order further restored Florida Classification No. 4, the Rules of the Commission for the handling of passengers and freight, and the demurrage and storage rules of the Commission as in effect on June 24, 1918.

All of the carriers in this State, with the exception of the Florida East Coast Railway, declined to obey this Order of the Commission, and appealed to the Interstate Commerce Commission to have it set aside and the increases authorized in Ex Parte No. 74 put into effect on intrastate traffic in the State of Florida. The basis of this appeal was that our Order 698 would not produce as much revenue as would have been produced had we tracked the terms of Ex Parte 74, and therefore they could not earn an amount necessary to produce 6% upon the aggregate value of their property held for and used in the service of transportation.



The Interstate Commerce Commission set this case down for hearing at Tampa, Fla., on November 5, 1920, under Docket No. 11861, before Commissioner Woolley. The Commissioners appeared at this hearing and introduced testimony in defense of their Order, and also in rebuttal of the testimony of the carriers. Oral argument in the case was made before the full Commission in Washington on December 13, by Senator Calkins, Counsel for the Commission. The briefs in this case were filed on February 6, 1921.

It is the contention of the carriers that under the Transportation Act of 1920 the Interstate Commerce Commission has the power to set aside the orders of a State Commission and initiate whatever rates they think should be applied on purely State traffic. At the hearing before Commissioner Woolley in Tampa the witnesses for the carriers were so hard pressed to prove their point that in an attempt to show discrimination of the Florida rates against interstate commerce, they sought to compare the rates on phosphate in Florida with the rates on phosphate in Georgia.

How far-fetched this comparison was will be seen when it is recalled that the great bulk of the phosphate produced in the United States is mined and moves in Florida, while there is not a pound of phosphate mined in Georgia, and practically no movement in that State.

They also cited a comparison of the rates on cotton in Florida with the rates on cotton in Georgia, in the face of the well-known fact that Georgia is one of the greatest cotton producing States in the country, while Florida actually produces less cotton than any of the so-called cotton growing States. They also stretched the comparison by assuming that the cotton rates in Georgia would be advanced 25%, which had not been done.

It is the contention of the State Commissions that the Act neither directly or by inference confers the authority upon the Interstate Commerce Commission that they are



attempting to exercise. (For full explanation of this question see report of Counsel, elsewhere in this Report.)

In the cases that have so far been passed upon where this contention of the carriers was involved, the Interstate Commerce Commission is apparently leaning toward the same construction of the Act as is placed upon it by the carriers. In the New York passenger fare case the Commission has ordered into effect on some purely State traffic the same fares as were authorized under Ex Parte 74 for interstate traffic. In Illinois, in some instances the State Commission did not authorize the same increases as the Interstate Commerce Commission, and that Commission has ordered that the intrastate rates in Illinois be raised to the level of the interstate rates.

This question has now reached the United States Supreme Court in a case brought by the State of Wisconsin, and it is understood that it will be argued early in March of this year. If that Court upholds the carriers' contentions as to the meaning of the Act it will mean a serious blow to the doctrine that the States have the right to regulate their local commerce. It will mean that any action by a State Commission that affects revenue will be subject to review by the Federal body on the ground that such interference would deprive the carrier of its ability to earn the 6% guarantee. It is hard to conceive of any regulatory action by a State that does not, either directly or indirectly, affect revenues, from which it will be seen how widespread would be the effect of the Transportation Act if it is given the interpretation by the Supreme Court that the carriers are attempting to give it.

#### INCREASES ALLOWED IN EXPRESS RATES

On June 19, 1920, the American Railway Express Company filed its petition for authority to increase express rates on intrastate business within the State of Florida, and to change its classifications; and under date of Au-

gust 20, 1920, said petitioner, by supplemental petition brought to our attention the fact that by decisions Nos. 2 and 3 of July 20 and August 10, 1920, respectively, the United States Railroad Labor Board had awarded increased wages to certain classes of its employees, and petitioner requested a further increase in rates of 15% to cover the increase in operating expenses caused by said increase in wages.

On the 26th day of August, 1920, upon the record then made, we authorized, in Order No. 699, an increase of 12.5 per cent in petitioner's class and commodity express rates on intrastate business within the State of Florida, subject to certain exceptions as to rates on milk and cream. In granting this increase we did not take into consideration the increases in the operating expenses of the express company resulting from the increased wages granted to its employees by the United States Railroad Labor Board, as definite information was not available to what extent the increased wages awarded had increased the operating expenses of the company.

Subsequent to our Order of August 26, 1920, a study and analysis was made of the United States Railroad Labor Board awards of increased wages, and computations were made as to the total increases in wages to the express company's employees under and incident to those awards, which show a total estimated increase in wages of \$42,296,340.00 per annum. From these computations the additional increase of 15% in rates requested by the express company was found to be not justified, but an additional increase of 13.5% was found to be justified.

These are the same increases as were allowed on interstate traffic by the Interstate Commerce Commission.

About the same time that these increases were asked for the express company filed a petition with the Interstate Commerce Commission for certain changes in express classification. As is usual with applications filed

by carriers, the tendency of the proposed changes were in the nature of advances. Most of the changes asked for were approved by the Interstate Commerce Commission as to interstate application. The express company then came to the Florida Railroad Commission with an application asking that we approve for intrastate application the same changes in classification that were allowed by the Interstate Commerce Commission.

This application was denied by the Commission.

This Commission has allowed the express company the flat increase in rates that appeared to be necessary after a full investigation, and we are of the opinion that they should be satisfied, for the present at least, with those awards. We are opposed to further increases by changes in classification, whether such changes be made under the guise of uniformity or otherwise. Shippers have been burdened by increased freight and express rates until the breaking point has about been reached, and the operators of transportation properties should now bend their energies toward securing more revenue through economies in operation rather than by continued increases in transportation rates.

### CONSOLIDATION OF EXPRESS COMPANIES

Most of the States were opposed to the consolidation of the express companies of the country into what is now known as the American Railway Express Company, with reservations. Florida, Louisiana, Mississippi and Texas were opposed to the consolidation without reservation, and so expressed themselves before the Interstate Commerce Commission.

This consolidation not only built up a greater monopoly than existed before, but it paves the way for increases in rates as applied to the country as a whole, instead of authorizing increases for the various companies as necessity demanded. In 1908 the Director General increased

express rates over the entire country 10%, although the records showed that at that time the Southern Express Company was in a prosperous condition and did not need a 10% increase. We are opposed to increasing express rates in Southern territory to make up deficits in express earnings in other territories. This is one of the results of consolidation.

Another result to which this Commission made strong protest was the handling given claims against the various companies after consolidation. The American Railway Express Company took over the business of the predecessor companies on July 1, 1918. There were then pending against said companies 417,763 claims for loss and damage. For some months after July 1, 1918, the American Railway Express Company continued to make settlement of claims against all of the predecessor companies, but early in 1919 the Adams and Southern companies withdrew their claims from the hands of the new company. Claim papers were ordered sent from the local offices to New York. From that time forth settlements could be secured only directly through the office of Mr. Stockton, in New York. At the time the record was made from which this is being quoted Mr. Stockton's entire claim force consisted of a chief claim clerk and "about four assistants," to handle "possibly five tons of files." Many of these claims have never been settled, and possibly never will be. The Secretary of the National Industrial Traffic League, testifying in this matter, said:

"I think the manner in which the claims of the Adams and Southern Express Companies have been handled since they took them out of the hands of the American Railway Express Company constitutes one of the darkest chapters in the history of transportation in this country."



We are of the opinion that the express business of this country should not be handled by a separate organization. It should be handled as a department of railroad transportation by the railroads themselves.

### RECONSIGNMENT AND DIVERSION OF PERISHABLES

Under the decision of the Interstate Commerce Commission in Docket No. 10173, initial carriers in Florida filed new Reconsignment and Diversion Rules and Charges to become effective on December 1, 1920. These new rules deprived the shippers of fruits and vegetables from Florida of many privileges heretofore enjoyed, and in addition imposed charges beyond certain reconsigning points equal to the local rates. The time limits imposed also worked a hardship against our shippers as compared with California shippers, due to the longer period in transit from California to the Eastern and Middle Western markets.

On November 16 the Railroad Commission of Florida filed a formal petition with the Interstate Commerce Commission, requesting that said tariffs be suspended, and that the Commissioners be granted reasonable opportunity to be heard in opposition to the new rates and rules, and to produce the evidence of representatives of fruit and vegetable interests of Florida which would be adversely affected thereby.

Hearing on this petition was held on November 23rd, before the Suspension Board of the Interstate Commerce Commission in Washington, at which Counsel for the Railroad Commissioners appeared and made formal argument in support of the petition. The result of this hearing was that these tariffs were suspended until March 31, 1921. Subsequently a hearing was set before Commissioner Ford, at Jacksonville, Fla., on January 21, 1921.



Through the activity of Chase & Company, the Florida Citrus Exchange and others, an informal conference was arranged between Florida shippers, representatives of initial Florida carriers, and as many representatives of delivering carriers as could be induced to attend. This conference was held on December 30, at which time the shippers presented their case in considerable detail. The result was an agreement on the part of the carriers in Southeastern territory to allow the old rules to stand, providing that if cars were detained at reconsigning or diverting points more than 48 hours they were to be subject to a penalty charge of \$5.00 per day for such delay. The representatives of the northern and western lines were not prepared to state just what their position would be.

The hearing before Commissioner Ford at Jacksonville on January 21st was held as per schedule, the growers making out a very strong presentation. Final hearing was held in Washington on January 31st.

After the formal hearing a conference between shippers and carriers was held, at which their differences were composed, and it is understood that the proposed tariffs will be cancelled, and the old rates and rules remain in effect except that where cars are detained at reconsigning or diversion points for more than 48 hours, a charge of \$5.00 per day will be made.

The outcome of this case is very favorable to the shippers and will amount to a considerable saving.

#### OCKLAWAHA VALLEY RAILROAD

In our 21st Annual Report there appeared an account of the conditions leading up to the appointment of Mr. H. S. Cummings as Receiver for the Ocklawaha Valley Railroad, with authority to operate same.

It became apparent that it was the intention of the owners of this property not only to abandon operation, but to tear up the rails and sell the material comprising the railroad. Such action would have been calamitous to those who had settled along the line of this road, invested in lands, sold to them by the same parties owning the railroad.

The Commissioners took advantage of every avenue open to them to prevent the dismantling of this property, the case finally reaching the Supreme Court of the United States. That tribunal, on January 17, 1921, sustained the judgment of the Florida Supreme Court, holding that the Ocklawaha Valley Railroad should not be sold except to a purchaser who would continue operation.

The Commissioners feel very much gratified at the outcome of this case, not only because of the benefit it will be to those who have settled along the line of the Ocklawaha Valley Railroad, but because it sets a precedent for guidance in future cases of a similar nature.

### REFRIGERATION CHARGES

In our 23rd Annual Report we gave a history of the activities of the carriers looking to increase in refrigeration charges and the withdrawal of certain privileges that had heretofore been extended to shippers under refrigeration. The decision of the Interstate Commerce Commission in this case was not as favorable to the shippers as was hoped, the principal item won in the fight made by the Commissioners being the elimination of the proposed charge of \$5.00 per trip for the use of refrigerators not under ice. In the decision the Commission said:

"In the present proceeding we found it necessary to exclude evidence in regard to the level of the line haul rates, since it was obvious that an attempt to extend the investigation comprehensively into this field would

have made an early response to the request of the Director General impossible. We are, therefore, unable to offer advice in regard to this matter, except to indicate the general rule, which, in our opinion, should be followed. Separate charges for protective service should not be established where none are now maintained, or covering elements of cost which have not hitherto been included, unless the carriers are prepared to justify as reasonable, if complaint be made, the increase which would result in the aggregate charge for haulage and protective service combined."

On the basis of this statement this Commission brought a case before the Interstate Commerce Commission, based on the contention that as the matter then stood, both the freight rates and the refrigeration rates included items covering the cost of haulage of ice and switching, while obviously these items should either be included in the freight rate or the refrigeration rate, but not in both. The case was heard, and in due time the Examiner, Mr. J. H. Wagner, made his tentative report to the Interstate Commerce Commission, finding as follows:

"The Commission should find that the aggregate transportation and refrigeration charges assailed are not unreasonable except that the haulage rates on vegetables, other than celery, under refrigeration are unreasonable in that they do not provide in those instances where a lower minimum and higher rate apply than under ventilation for the alternative application of the same rate and minimum under refrigeration as under ventilation, and that the refrigeration charges are unreasonable to the extent of 20% of the cost-of-ice factor embraced therein."

While these recommendations, if adopted by the Commission, would amount to important concessions, the Florida Railroad Commissioners were of the opinion that they were not as far-reaching as was warranted by the

evidence, and on October 4 Counsel for the Commission filed exceptions to the Examiner's report with the Interstate Commerce Commission. The matter is now before that body for decision, and we hope that their view of it will be broader than that suggested by the Examiner.

During the season of 1919-1920 there were forwarded from this State 66,000 minimum carloads of perishables, which were loaded in 56,000 cars. This was done by the shippers at the risk of loss to their products in order to co-operate with the government for the conservation of equipment.

During that season there were forwarded 28,000 cars under refrigeration. The average ice consumption was 12 tons per car at \$5.00 per ton, or \$60.00. The proposed reduction would amount to \$12.00 per car, or, for the 28,000 cars shipped, a total saving to the shippers on this item alone of \$336,000.00. Again there is the amount of \$5.00 per car saved on refrigerator cars that are used as ventilators. Further, there is the saving that will be made by the reduction of 6c per package on vegetables shipped in refrigerators when loaded to the ventilator minimum.

There are no statistics by which we can arrive at the exact amount of the last two items, but it would be a very moderate estimate to place the saving from this one case alone in excess of a half million dollars per annum.

## GRADE CROSSINGS

For a number of years there has been an effort to secure uniform legislation in all of the States with regard to the elimination, or protection, of highway crossings over railroads. This question has been recommended by the Commissioners before, but so far the State of Florida has taken no steps in this direction. With the rapid growth in population, the running of more trains on our railroads, and the rapidly increasing number of automo-



biles and vehicles using our highways, the hazard has been very much accentuated. Accidents are constantly occurring, which, in many instances, under proper regulation, could be avoided.

Owing to the topography of our State, there is only a limited number of crossings that could be changed from grade to over or under-head, but where this can be done it should be done. Not all at once, but under suitable rules and regulations which would bring about this result gradually.

There is no State authority at present having jurisdiction or power to regulate these matters. The County Commissioners of the several counties only have the right, in certain instances, to declare a public road across a railroad, and even in those cases, have no power to say how it shall be done, or to pass upon the safety of same, and it too often happens that crossings are declared which are not necessary, and only tend to multiply the dangers therefrom. There are many places where under this system three and four crossings over a railroad are made in the same locality, when one properly safe-guarded crossing would serve all purposes. This question becomes the more important by reason of the policy of building permanent highways, in the building of which the question of crossing at grade should be reduced to the minimum.

The Commissioners, in drafting a Public Utilities Act, to be presented in the forthcoming Legislature, have provided a section of the law fully covering this important question and recommend its serious consideration by the members of the Legislature.



APPLICATION OF SOUTHERN BELL TELEPHONE  
AND TELEGRAPH COMPANY TO INCREASE  
ITS GENERAL SCHEDULE OF CHARGES WITH-  
IN THE STATE OF FLORIDA.

On November 15, 1920, the Commissioners heard the application of the Southern Bell Telephone and Telegraph Company to increase all of its charges, both exchange and toll, within the State of Florida.

At the conclusion of this hearing the Commissioners stated that, having granted increased rates to this company during the previous year on ex-parte showing, they would not grant these further increases on such showing, but before deciding the case it would be necessary to have all of the physical properties of the applicant company examined and an audit of its books, accounts, affairs and records made, which work is now being done.

As no funds were available out of appropriations to pay for the expenses of this examination and audit, the Commissioners stated that these expenses would have to be paid by the applicant. A contract was entered into whereby the Southern Bell Telephone and Telegraph Co. agreed to deposit with Hon. J. C. Luning, as trustee, a sum to defray the expenses of the special audit and examination, bills to be rendered in itemized form and audited by the State Comptroller, and to be paid on checks signed by him and countersigned by the trustee.

After the audit and examination are completed the hearing will be resumed for the purpose of determining from the state of facts ascertained whether or not the applicant company is entitled to the increases in its general schedule of charges.

## CONFERENCES AND INVESTIGATIONS

March 13: Commissioners Burr and Blitch: Tallahassee: Conference with Mr. R. B. Coleman, Gen. Mgr., Georgia, Florida and Alabama Railway Co., regarding continuing the unified operation of terminals at Tallahassee.

March 15: Commissioners Burr and Blitch: Tallahassee: Conference with Mr. Hunt Chipley, Counsel, Southern Bell Telephone and Telegraph Co., with reference to the 1919 earnings of said company segregated to each exchange in Florida.

March 22: Commissioner Burr: Washington: Conference with National Association of Railway and Utilities Commissioners and appearance before the Interstate Commerce Commission with reference to grouping of railroads and defining territories for rate-making purposes.

March 31: Burr, Blitch and Dunn: Tallahassee: Conference with Mr. David Laird, Gen. Mgr., Southern Bell Telephone and Telegraph Company, regarding four party rates at West Palm Beach; communication between Lake Worth and West Palm Beach and new toll circuit between Fort Lauderdale and Miami. Also, concerning discontinuance of operators at Pensacola and Jacksonville answering inquiries of subscribers for the correct time. These calls were shown to amount to 3% of the traffic, and permission was granted to discontinue this practice at Pensacola and Jacksonville.

April 1: Burr, Blitch and Dunn: Tallahassee: Informal conference with Hon. J. B. Jones, City Attorney, Pensacola, Florida, regarding application of the Pensacola Electric Company for increased fares.

April 3: Commissioners Burr, Blitch and Dunn: Tallahassee: Conference with Mr. A. B. Scruggs, Supt. American Railway Express Company, regarding Sunday pick-up and delivery service of fish shipments at Jacksonville.

April 7-10: Commissioners Burr, Blitch and Dunn: East Coast: Inspection of the Florida Coast Line Canal.

April 19: Commissioners Burr, Blitch and Dunn: Tallahassee: Conference with Mr. J. C. Burrowes, Dist. Supt., The Pullman Company, concerning application of that company for increased sleeping and parlor car rates within the State of Florida.

May 10: Commissioners Burr, Blitch and Dunn: Tallahassee: Conference with G. Z. Phillips, A. G. F. A., Seaboard Air Line Railway Co., regarding passenger fares between Fernandina and Jacksonville. The Commissioners authorized the issuance of local passenger tariff on the Tampa and Gulf Coast Railroad to increase these fares to 3c per mile.

May 11: Commissioners Burr, Blitch and Dunn: Tallahassee: Conference with Mr. A. B. Scruggs and Mr. W. Buckner, Superintendents of American Railway Express Company, with reference to the general express situation.

May 24-29: Commissioners Burr and Dunn: Washington: Conference of National Association of Railway and Utilities Commissioners and appearances before the Interstate Commerce Commission in the General Rate Advancement Case, Ex-parte 74.

At the invitation of the Interstate Commerce Commission to cooperate with that Commission in the matter of applications pending before it for increases in carrier rates in the three classification territories by the appointment of three representatives of the National Association of Railway and Utilities Commissioners, members of state commissions having regulatory jurisdiction over intrastate rates of carriers, to sit with the Interstate Commerce Commission upon the hearing of such applications, and to consider with the members of that Commission what increases ought justly to be made, with the clear understanding that such participation or cooperation should not prejudice the rights and powers

of the Interstate Commerce Commission as to interstate commerce under federal laws, or the rights and powers of the several state commissions as to intrastate commerce under the laws of their respective states, it was resolved by the National Association of Railway and Utilities Commissioners to accept the invitation, and Commissioner Dunn of Florida was appointed to represent Southern Classification Territory.

June 1: Commissioner Dunn left for Washington to sit with the Interstate Commerce Commission in hearings on the General Rate Advancement Case.

June 3: Commissioner Burr: Investigation of station and loading facilities at Key Largo, Florida.

June 10-15: Commissioner Burr: Washington: Appearance before the Interstate Commerce Commission in hearings on application of carriers for general rate advancements.

June 21: Commissioner Burr: Atlanta: Appearance at hearing before Interstate Commerce Commission examiner on the application of the American Railway Express Company to change certain items in the express classification and increase its rates.

June 28-30: Commissioner Burr: Tampa; Attending hearing before an Interstate Commerce Commission examiner in proceedings in which the Railroad Commissioners of Florida attacked certain items in Perishable Freight Tariff No. 1.

July 21-24: Commissioner Burr: Chicago: Meeting of Executive Committee of National Association of Railway and Utilities Commissioners to arrange meeting of national convention in Washington.

August 10: Commissioner Burr, Tallahassee: Conference with Mr. H. O. McArthur, Dist. Supt., Atlantic Coast Line Railroad Co., regarding interchange of traffic with the Tavares and Gulf Railroad Company.

August 11: Commissioner Burr: Jacksonville: Conference with auditors and engineers relative to examina-



tion of the books and physical property of the Jacksonville Traction Co. as to the progress of their work.

September 9-13: Commissioner Burr: Chicago: Attending a special committee meeting of the National Association of Railway and Public Utilities Commissioners to consider what action should be taken by State Commissioners in litigation brought by railroad companies before the Interstate Commerce Commission to raise intrastate rates granted by the Interstate Commerce Commission in Ex-parte 74.

September 27: Commissioners Burr, Blitch and Dunn: Conference with Mr. W. W. Owens, Gen. Mgr., American Railway Express Co., concerning application of that company for an increase on express class and commodity rates of 13.5% on intrastate business. Also relative to petition of shippers of perishable products at Jacksonville to require the express company to keep open its office at that point up to 5 o'clock each working day for the receipt of express matter for forwarding the same date.

October 2:15: Commissioner Burr: Washington: Attendance at a meeting of a special committee of the National Association of Railway and Utilities Commissioners to assist in the preparation of a brief to be filed on behalf of state commissions in the matter of the application of carriers to the Interstate Commerce Commission to bring intrastate rates to the level prescribed in Ex-parte 74, I. C. C.

November 5: Commissioner Burr: Tampa: Appearance at hearing before Commissioner Woolley of the Interstate Commerce Commission on Florida Rates, Fares and Charges, I. C. C. Docket 11861.

November 20: Commissioner Burr: Jacksonville: Conference with Florida fruit and vegetable growers with reference to proceedings brought before the Interstate Commerce Commission to suspend Diversion and Reconsignment Rules, I. C. C. Docket 10173.

November 30: Commissioners Burr and Blitch: Tallahassee: Conference with Mr. Hunt Chipley, Counsel, and Mr. Macon Martin, Commercial Engineer, Southern Bell Telephone and Telegraph Company, regarding supplemental petition in the matter of the general schedules of rates and charges for service furnished by that company within the State of Florida, filed with the Commission on November 26.

December 13: Commissioners Burr, Blitch and Dunn: Tallahassee: Conference with members of the Jefferson County Dairy Association concerning the use of the Seaboard Air Line Railway milk car between Tallahassee and Jacksonville by the said association.

December 13: Commissioners, Burr, Blitch and Dunn: Conference with members of Jefferson County Dairy Association and a representative of the Certain-Tyson Company relative to transporting products of the association in the Seaboard milk car, operated between Tallahassee and Jacksonville.

December 29-31: Commissioner Burr: Jacksonville: Conference with Florida shippers and transportation officials regarding Reconsignment and Diversion Rules, I. C. C. Investigation and Suspension Docket 1250, and equipment, schedules and facilities for transporting Florida perishables to northern markets.

January 5: Commissioners Burr, Blitch and Wells: Tallahassee: Conference with Mr. D. A. DeVane, Rate Attorney, American Telephone Company, relative to proposed contract covering an investigation of the books, affairs and properties of the Southern Bell Telephone and Telegraph Company and its relations to the American Telephone Company and Western Electric Company in the matter of the general schedule of rates and charges for service furnished by the Southern Bell Company within the State of Florida.

January 14: Commissioners Burr, Blitch and Wells: Tallahassee: Conference with Mr. W. C. Ragin, Assist-

ant General Freight Agent, Atlantic Coast Line Railroad Company, concerning physical connections between that line and private side track leading to the Florida State Hospital for the Insane at River Junction, Florida.

January 17-26: Commissioner Burr: Washington: Attendance at a meeting of the executive committee of the National Association of Railway and Utilities Commissioners and appearance before the House Committee on Interstate Commerce on House Bill 13994 to amend the Valuation Act by repealing the provision therein requiring the Interstate Commerce Commission in valuing railroad lands to ascertain and report "the original and present cost of condemnation and damages in excess of original cost or present value." Also to attend conference with the Interstate Commerce Commission concerning cooperation between the federal and state commissions.

January 21: Commissioners Blitch and Wells: Jacksonville: Appearances at hearing before Commissioner Ford of the Interstate Commerce Commission concerning Reconsignment and Diversion Rules, I. C. C. Docket 1250.

January 26: Commissioners, Burr, Blitch and Wells: Tallahassee: Conference with Mr. R. B. Huffaker, attorney for the Highland Telephone Company, regarding application of said company for increases in its telephone rates.

January 31: Commissioner Wells: Marianna: Conference with citizens regarding proposed sale and purchase of Marianna Telephone Exchange, improvements in properties and increased rates.

Commissioner Burr: Jacksonville: Conference with Mr. J. P. Beckwith, Vice President Florida East Coast Railway Company, and Mr. S. P. Robineau, City Attorney of Miami, concerning switching service to the Municipal Docks at Miami.

February 12: Commissioner Wells: Smith's Mill: Investigation of depot facilities. Ocala: Investigation of methods of handling Seaboard Air Line trains at the Union Station.

February 16: Commissioners Burr and Wells: Investigation of necessity of flag stop at Starr Lake, Florida.

### PHYSICAL CONDITIONS OF RAILROADS.

Appropriations have been insufficient to permit of the employment of a capable engineer to inspect the physical condition of the roadbed, rights of way, tracks, depots and other equipment of railroad companies.

During the year covered by this report, Mr. G. R. Ramsey of Orlando, Florida, was employed as consulting engineer, and the following inspections were made by him:

Atlantic Coast Line Railroad, Orlando to Jacksonville; Seaboard Air Line Railway, River Junction to Baldwin, Baldwin to Wildwood, Wildwood to Orlando; Louisville & Nashville Railroad, Cottondale to River Junction; Atlanta & St. Andrews Bay Railway, entire line.

March 1, 1921.

### REPORT OF COUNSEL.

*Hon. R. Hudson Burr.*

*Hon. Newton A. Blitch,*

*Hon. A. S. Wells,*

Railroad Commissioners.

Gentlemen:

Your Special Counsel, appointed to succeed Hon. Dozier A. DeVane, resigned, effective September 1, 1920, submits the following report for the year ending February 28, 1921:



## FINES COLLECTED DURING YEAR.

March 1, 1920, balance on hand.....	\$ 13.11
April 28, 1920, collected from Marianna Telephone Company .....	250.00
May 17, 1920, collected from Apalachicola Electric Light & Telephone Company.....	100.00
	<hr/>
Balance in Fund March 1, 1921.....	\$363.11

CASES PENDING ON DATE OF LAST ANNUAL REPORT,  
STATUS AND DISPOSITION OF SAME.

1. State vs. Florida East Coast Railway Company, Orange County.

Instituted by Mr. Massey as Counsel for Commissioners, and still in his hands for disposition.

2. State vs. Atlantic Coast Line Railroad Company, Columbia County.

Instituted by Mr. Massey as Counsel for Commissioners, and still in his hands for disposition.

3. State vs. Georgia Southern & Florida Railroad Company, Columbia County.

Instituted by Mr. Massey as Counsel for Commissioners and still in his hands for disposition.

4. State vs. Florida East Coast Railway Company, Dade County. Penalty case.

By permission of Court defendant has filed additional pleas assailing the constitutionality of Section 4645 of the Revised General Statutes and the action of Commissioners in imposing the penalties involved. Demurrer and replication to said additional pleas are in course of preparation.

5. State vs. Home Telephone Company, Duval County. Penalty case.

In process of compromise.

6. State vs. Barfield Telephone Company. Penalty case.

At issue. Should come on for trial in April, 1921.

7. State vs. Baker County Telephone Company. Penalty case.

Judgment entered for plaintiff.

8. State vs. Hastings Telephone Company. Penalty case.

Judgment entered for plaintiff.

9. State vs. Barfield Telephone Company. Penalty case.

Default entered against defendant.

10. Florida Telephone Company vs. Railroad Commissioners. Injunction.

Dismissal recommended by former Counsel Dozier A. DeVane.

11. Florida East Coast Railway Company vs. Railroad Commissioners. Injunction.

Dismissed on motion of Counsel for Railroad Commissioners.

12. State vs. Florida East Coast Railway Company.

In Supreme Court of Florida. Pending on motion for rehearing by Railroad Commissioners.

13. State vs. Florida East Coast Railway Company, Duval County. In chancery. Class "P."

This case is awaiting further proceedings upon the final decision of the Supreme Court on the question of the statute of limitations involved in the preceding case.

14. State vs. Atlantic Coast Line Railroad Company and Clyde Steamship Company.

Mandamus in Supreme Court of Florida to require the Atlantic Coast Line Railroad Company and Clyde Steamship Company to rebuild and repair wharf adjacent to depot at Astor, Florida. Decision of Supreme Court in February, 1921, adverse to relators. Now considering advisability of filing motion for rehearing.

15. State vs. South Georgia Railway Company.

Mandamus in Supreme Court of Florida. Case dismissed by Supreme Court on ground that the train attempted to be regulated was an interstate train and not subject to the jurisdiction of the Florida Commission.

16. State vs. Tavares & Gulf Railroad Company.

Mandamus in Supreme Court of Florida to require respondent to repair track in pursuance with Commissioners' order. Decision of Court on Relators demurrer to return and motion for peremptory writ, holding that carrier's financial inability to repair track is good defense, terminated any further proceeding in the case, as the Commissioners were unable to prove that respondents have funds to make the repairs ordered.

Since this decision of our State Court, the Supreme Court of the United States on January 3, 1921, handed down its decision in the case of the Erie Railroad, et al., vs. Public Utility Commission of New Jersey, declaring a principle contrary to the decision of our State Court in the Tavares & Gulf Railroad case. On the strength of this decision of the Supreme Court of the United States, proper pleadings are being prepared by your Counsel to re-open the Tavares & Gulf Railroad case in the Supreme Court of Florida.

17. Receiver of the Jacksonville Traction Company vs. Railroad Commissioners.

Mandamus in the Supreme Court of Florida to require the Railroad Commissioners of Florida to make and prescribe reasonable street car rates in the city of Jacksonville. Decision by the Court holding that Commissioners have jurisdiction over Street Car Companies.

17. State vs. W. S. Bullock as Circuit Judge. Prohibition case.

Decision of Court holding that a Circuit Court has no jurisdiction, in a suit brought by a trustee against a railroad to foreclose a trust deed upon the properties of such railroad given to the trustee to secure the payment of the indebtedness of the railroad, without the assent of

the State to order the railroad dismantled. Defendants being dissatisfied with the decision of our State Court, carried the case to the Supreme Court of the United States, and the decision of the Supreme Court of Florida was affirmed in January, 1921.

#### NEW LITIGATION.

##### 19. State vs. Railroad Commissioners of Florida.

Following the decision of the Supreme Court of Florida in the case of E. J. Triay as Receiver of the Jacksonville Traction Company vs. Railroad Commissioners, the Pensacola Electric Company filed a petition with the Railroad Commissioners for increase in street car fares for that Company. The City Commissioners of Pensacola thereupon filed a petition for a writ of prohibition against the Railroad Commissioners, in which it was in substance alleged that the officials of the city of Pensacola had authority to regulate the fares to be charged by that Street Car Company, and that the Railroad Commissioners had no jurisdiction to fix rates for street car fares in that city. The Supreme Court, in passing upon the petition for the writ, held that the officials of the city of Pensacola were without authority to regulate the fares to be charged by the Street Car Company operating in that city, and that the jurisdiction to fix rates for street car fares in Pensacola was in the Railroad Commission.

##### 20. State, ex rel Railroad Commissioners of Florida vs. Atlantic Coast Line Railroad Company; Georgia Southern & Florida Railway Company; Louisville & Nashville Railroad Company, and Seaboard Air Line Railway Company.

This case was filed by the Railroad Commissioners on the 27th day of October, 1920, to require respondents to obey Order No. 698, which order prescribed intrastate



rates, fares, rules, classifications and practices for all carriers by railroad in the State of Florida.

Alternative writ was issued by the Supreme Court returnable November 10, 1920. Time for return was enlarged, and in December, 1920, respondents filed their return setting up the following defenses:

(a) That the Supreme Court of Florida has no jurisdiction in the premises by virtue of I. C. C. 11861, pending before the Interstate Commerce Commission.

(b) That the Commission's order is unreasonable, and its enforcement would deprive the carriers of their property without due process of law.

(c) That the enforcement of the Commission's order would create an unreasonable advantage, preference and prejudice as between persons and localities in intrastate commerce on the one hand and interstate commerce on the other.

(d) That the enforcement of the Commission's order would cause an undue and unjust discrimination against interstate commerce.

(e) That the enforcement of the Commission's order would cast an undue burden upon interstate commerce.

(f) That the rates and fares prescribed by the Florida Commission in Order No. 698 are unreasonably low, unjust and illegal.

Motion to strike and demurrers to all the defenses set up by respondents in their return have been filed by your Counsel, which pleadings will test the sufficiency of respondents' return to the alternative writ. This case is now ready to be heard upon these motions and demurrers, and hearing will probably be had during March, 1921.

21. Before the Interstate Commerce Commission, Docket No. 11861, Washington, D. C.

In the matter of the intrastate rates, fares and charges in the State of Florida of the Atlantic Coast Line Railroad Company; Charlotte Harbor & Northern Railroad

Company; Georgia, Florida & Alabama Railway Company; Georgia Southern & Florida Railway Company; Live Oak, Perry & Gulf Railroad Company; Louisville & Nashville Railroad Company, and the Seaboard Air Line Railway Company.

This proceeding was instituted by the railroads before the Interstate Commerce Commission in the latter part of September, 1920, alleging that the rates, rules, practices and classifications prescribed for intrastate traffic by the Railroad Commissioners of Florida, in their Order No. 698, discriminate against interstate commerce, and prayed that the Interstate Commerce Commission prescribe the rates, rules, practices and classifications for intrastate transportation of freight and passengers within the State of Florida. The Railroad Commissioners of Florida by their Counsel filed a petition of intervention in said cause, praying leave to answer and defend. Petition of intervention was allowed, and the Railroad Commissioners filed their answer to the complaint of Florida carriers by railroad denying that the rates prescribed by them discriminate against interstate commerce. Testimony was taken in Tampa, November 5-7, 1920, before Commissioner Woolley. Oral argument was had before the full Commission at Washington on December 15, 1920. Briefs were filed by the Railroad Commissioners, and by carriers, on February 6, 1921. In this case the railroads contest, under the Transportation Act of 1920, the right of the State Commission to prescribe intrastate rates of a lower level than interstate rates. Carriers insist that Congress has the power and has vested in the Interstate Commerce Commission the authority to control all rates of interstate railroad carriers. The State Commission contends that the right to control purely domestic commerce is a high sovereign power of the individual State, and within this domain the jurisdiction of the State is complete and conclusive.

This case filed by the railroads before the Interstate Commerce Commission assailing the rates prescribed by the Florida Railroad Commission for State commerce, is only one of the many like cases filed by the railroads of the country against every regulatory Commission in the Union which refused to grant the same increases in State rates as was granted by the Interstate Commerce Commission in Ex Parte 74, for interstate traffic.

The first case of this nature to be presented before the Interstate Commerce Commission was the New York Rate case, Docket No. 11623, in which the Railroad Commissioners of Florida, by their Counsel, joined with forty other State Commissions in oral argument and on brief *amici curiae*.

Decisions have been rendered by the Interstate Commerce Commission in the cases against New York, Illinois, Wisconsin, Montana, Minnesota, Ohio, Iowa, Arkansas, Indiana, Utah, and South Carolina, holding in each case that the State rates were lower than the interstate rates and therefore discriminated against interstate commerce. The railroads were ordered to increase their State rates to the level of their interstate rates.

It will be observed that if these orders of the Interstate Commerce Commission are permitted to stand the State's power of regulation of intrastate rates has been seriously impaired. The Interstate Commerce Commission claims to derive its power to interfere with State rates from the Transportation Act of 1920.

In all these States where the Interstate Commerce Commission has undertaken to interfere with purely intrastate commerce, the legal representatives of the State Commissions and of the States have challenged in the Courts of the land the validity of such authority. The Wisconsin case is now in the Supreme Court of the United States and set for oral argument during the week beginning February 28, 1921. On February 16-17, 1921, the legal representatives of the States held a conference

in Washington and determined to file in this case a joint brief *amici curiae*. The States in this brief will challenge both the construction which the Interstate Commerce Commission has placed upon the Transportation Act of 1920, and the constitutionality of the Act itself. As construed by the Federal Commission the Act is destructive of our dual form of government and contrary to the spirit of our institutions. From the very formation of the government there has been no question as to the constitutional right of the people of the several States to control purely intrastate traffic. This principle was upheld by John Marshall, and has been uniformly admitted by all the Courts of the United States to this time. The construction placed upon the Transportation Act, if sustained by the Supreme Court in the Wisconsin case, will overturn this established principle of constitutional law, and will centralize in a body of eleven men sitting in Washington, power over the entire commerce of the United States. The Act undertakes to prescribe a fixed return on railroad capital regardless of business conditions. Under such a law, if prices fall and traffic grows less, railroad rates increase. The Commission is commanded by the terms of the act to make rates that will yield a fixed return without regard to the value of the transportation service rendered. This is not only economically unsound, but it is violative of fundamental law. Under the group plan provided for in the Act it commands the Federal Commission to fix an aggregate value and make rates that will yield in the aggregate the fixed return thereon. The worthless roads of the country, ill-considered ventures, duplicated lines, speculative enterprises, roads that have served their useful purpose and outlived the industries that once justified their construction, roads that perform no sufficiently useful service in the actual movement of traffic to enable them to earn, are valued with the good, and the roads that can earn, because they are the highways of commerce and



traffic must move over them, if it moves at all, regardless of the rates imposed, are given by this law the right to earn on their own value and the values attributed to the other roads as well. In the exact words of the Act, this will enable such carriers "to receive a net railway operating income substantially and unreasonably in excess of a fair return upon the value of their railway property." One-half of the unreasonable excess is to be taken by the government to be loaned to carriers or expended for equipment to be leased to them. The half that the government thus takes is an unjust tax to be expended for a selected class. The half that carriers are permitted to keep is in excess of the fair return they are entitled to by the common law. Both the half which nominally goes to the government and the half that the carriers keep, represent an excess burden laid on shippers, whose right to a fair rate under the Constitution is equal to the carrier's right to a fair return on its property.

Respectfully submitted,

JAMES E. CALKINS,

Counsel,

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#### TELEPHONE DEPARTMENT.

Financial and operating conditions of Class D telephone companies—those having an annual operating revenue of less than \$10,000—are very unsatisfactory. This is primarily due to increased operating expenses as a result of economic conditions growing out of the war and inexperience of owners and managers of small telephone properties. In many instances these companies have made no provision for depreciation, or where such a provision has been made, the depreciation reserve has not been properly used. Consequently, some plants have deteriorated to such an extent that any rate which the

Commissioners might grant to put the property in good operating condition would be prohibitive, and the Commissioners, of course, would not be justified in authorizing a rate of return to cover expenditures properly chargeable to capital account. Such companies will have to find new capital to rehabilitate their properties.

The Commissioners find that some of the managers of small telephone companies know little about operating an exchange and less about keeping simple accounts which will reflect the true condition of their business. This statement is generally applicable throughout the country. As far as the public interest will be served thereby, it is the purpose of the Commissioners to improve operating conditions and accounting practices through a process of education. This course has been delayed because of the fact that the Commissioners are only able to employ one telephone engineer, and it will, of course, take some time for him to visit all of the telephone companies in the State, inspect exchanges and recommend improved operating methods.

An examination of the financial reports of Class D telephone companies reveals the fact that the accounts of a majority of them are not properly kept. Our statistician resigned in February to accept a position with another Commission at a salary the Commissioners could not meet. When funds are available and a statistician can be employed, these companies will be instructed in keeping a simple system of accounts necessary to the efficient conduct of their business.

During the past year ten formal telephone cases have been disposed of, and numerous informal complaints have been adjusted. Following is a list of exchanges inspected by the telephone engineer during the year: Jacksonville, Leesburg, Apopka, Eustis, Dade City, St. Augustine, Hastings, Orlando, Tampa, St. Petersburg, Bradentown, Sarasota, Arcadia, Punta Gorda, Fort Myers, Haines City, Lake Wales, Dundee, Frostproof, Bartow, Pensa-

cola, DeFuniak Springs, Bonifay, Milton, Monticello, Madison and Marianna.

The first part of the year was occupied more or less in making routine inspections of telephone properties in the central and southern parts of the State. During the summer months and up to the middle of November the telephone engineer's time was taken up with an investigation of the properties of the Jacksonville Traction Company and Pensacola Electric Light Company.

The demand for telephone service in Florida is on the increase. A considerable number of the small companies are struggling to exist, notwithstanding the fact that emergency relief was given them in the form of increased rates in the fall of 1919. These small companies are facing the necessity of making large outlays, not only to provide for increase of business, but to replace plant already worn out. A liability in the form of deferred maintenance has piled up, so to speak, and is taxing the resources of the management to the utmost in order to give subscribers adequate service.

While in some sections the need for replacements is not imminent, yet the problem of providing in the near future for these replacements remain to be solved. It means that new money so employed cannot be considered as additional capital.

A telephone property wears out faster, perhaps, than any other class of public utility. This being the case, a sufficient reserve should be set aside each year out of the earnings to take care of all expenditures for replacement of property due to the natural processes of decay, and the contingencies also due to change in the arrangement of wire plant, brought about by growth of the towns and the consequent increase in the number of telephone subscribers.

This problem of financing the existing telephone properties in Florida is a serious one, and will have to be faced sooner or later by all companies who have failed

to recognize the importance of providing proper reserves. As the demand for telephone service will continue to increase in this State, it is of vital importance that the financing of the growing properties be made with as little difficulty as possible, and to this end all companies operating should be required to carry a reserve of sufficient size to take care of all necessary replacements.

As this report closes, our telephone engineer is engaged in a detailed examination of all of the properties of the Southern Bell Telephone & Telegraph Company in Florida, in connection with that company's application for increased exchange and toll rates.

#### INFORMAL APPLICATIONS AND COMPLAINTS.

An important part of the Commissioners' service consists of the adjustment of complaints and applications informally through correspondence or by conference or investigation when necessary. In this way complaints and applications can be disposed of more readily and less expensively, both to the Commission and the parties at interest.

Following is a schedule of some of the informal complaints and applications handled by the Commissioners. All of the informal complaints and applications received are not published, as many of them relate to the same subject, and for economy only typical cases are published.



INFORMAL APPLICATIONS—TRANSPORTATION COMPANIES.

Seaboard Air Line.	Close Halsema as prepay station.	Approved.
Atlantic Coast Line.	Remove Shockley's Spur near Avon Park.	Approved.
Atlantic Coast Line.	Close Yukon agency.	Denied.
Atlantic Coast Line.	Discontinue Summit as flag stop.	Denied.
Georgia & Florida.	Inauguration additional passenger service.	Approved.
Atlantic Coast Line.	Discontinue train service Lane Park Branch.	Approved.
Local Freight Agents Assn.	Close freight stations Jacksonville for Saturday half holiday.	Approved.
Seaboard Air Line.	Close Certain freight stations for Saturday half holiday.	Approved.
Atlantic Coast Line.	Permanent closing Wilcox agency. Closing Blanton agency during summer months.	Denied.
Atlantic Coast Line.	Discontinue looping No. 39 into Mt. Dora.	Approved to Nov. 1.
Atlantic Coast Line.	Discontinue looping No. 22 into Umatilla to November 1.	Approved.
Atlantic Coast Line.	Discontinue extending train 158 into Umatilla.	Approved to June 1.
Atlantic Coast Line.	Discontinue looping Astor-Leesburg train over Lane Park Branch.	Approved to Nov. 1.
Atlantic Coast Line.	Discontinue operating 157-158 between Fort Mason and Leesburg.	Approved tentatively.
Atlantic Coast Line.	Discontinue Youmans as flag stop trains 83-84.	Denied.
Atlantic Coast Line.	Discontinue Barberville agency.	Denied.
Atlantic Coast Line.	Discontinue Campbell's agency.	Denied.
Seaboard Air Line.	Time table changes, Jacksonville-Tampa.	Approved.
American Ry. Express Co.	Discontinue receiving eggs in other than standard cases.	Approved July 1.
Gulf, Florida & Alabama.	Saturday half holidays during summer at Pensacola.	Approved.
American Ry. Express Co.	Not to require agent at Apalachicola to meet Sunday night trains during summer months.	Approved.
American Ry. Express Co.	Close Argyle office.	Denied.
American Ry. Express Co.	Close Cedar Key office on Sundays.	Approved conditionally.
Atlantic Coast Line.	Close Altoona agency and appoint caretaker.	Denied.
Atlanta & St. A. B. Ry.	Close Betts agency.	Approved.
Atlantic Coast Line.	Remove agency from Waverly to Dundee.	Denied.
Atlantic Coast Line.	Discontinue service Lane Park Branch.	Approved conditionally.
American Ry. Express Co.	Close Suwanee office.	Dismissed.
Atlantic Coast Line.	Remove station from Riverland to Richloam.	Approved.
Seaboard Air Line.	Discontinue Belleair, St. Marks Branch, as flag stop.	Approved.
Florida East Coast Ry.	Close agencies at Fulford and Lemon City.	Approved except during shipping season.
Atlantic Coast Line.	Discontinue Wessner as flag stop for trains 84-89.	Approved.
Atlantic Coast Line.	Not to require agent at Alachula to meet train 143.	Approved.
American Ry. Express Co.	Discontinue offices at Fulford and Lemon City.	Lemon City approved except during shipping season. Fulford retained on commission basis.
Atlantic Coast Line.	Close Brownsville agency.	Denied.

INFORMAL APPLICATIONS—TRANSPORTATION COMPANIES—Continued.

Atlantic Coast Line.	Close Istachatta agency.	Denied temporarily.
Atlantic Coast Line.	Close Samville agency.	Denied.
Atlantic Coast Line.	Close Martin agency.	Denied.
Georgia, Florida & Alabama.	Remove Florence siding.	Approved.
Atlantic Coast Line.	Close Martel agency.	Denied at present.
American Ry. Express Co.	Close Windemere office.	Approved.
Atlantic Coast Line.	Discontinue looping train 21 into Altoona.	Main line connection required maintained.
Louisville & Nashville.	Close Paxton and Lakewood agencies.	Open.
Apalachicola Northern.	Discontinue Kirby and Kern as flag stops.	Approved.
Atlantic Coast Line.	Discontinue Ethel as flag stop.	Approved.
Atlantic Coast Line.	Discontinue Maitland, Peoria and Lake Como as flag stops for trains 82-83.	Peoria approved. Maitland and Lake Como denied.
Atlantic Coast Line.	Close Candler agency.	Denied.
Atlantic Coast Line.	Close Orange Lake agency.	Denied.
Atlantic Coast Line.	Discontinue caretaker at Doctor's Inlet.	Denied.
Louisville & Nashville.	Close Agencies at Argyle, Deerland and Mossy Head and appoint caretakers.	Denied.

TRANSPORTATION COMPANIES.

INFORMAL COMPLAINTS.		Defendant.	Cause.	Disposition.
Complainant.	Address.			
Royal C. Dunn.	Tallahassee.	S. A. L. R. R.	Delay and mishandling shipment cattle.	Adjusted.
J. M. Bass.	Quincy.	Am. Ry. Ex. Co.	Thefts from shipments. Delay in delivery.	Dropped.
Ocklocknee Brick Co.	Ocklocknee.	S. A. L. R. R.	Car shortage.	Satisfied.
Standard Fisheries Co.	Jacksonville.	Am. Ry. Ex. Co.	Delay in acceptance and notification arrival of fish shipments.	Adjusted.
Coleman Cabbage Growers' Assn.	Coleman.	S. A. L. R. R.	Shortage vents and dirty condition of cars.	Adjusted.
W. J. Walker.	Madison.	S. A. L. R. R.	Delay in transit.	Delivery secured.
Citizens.	Malabar.	F. E. C. Ry.	Establish agency.	Denied.
Jeffords & Smoyer.	Clearwater.	A. C. L. Ry.	Shortage refrigerators.	Adjusted.
Commission.		G. F. & A. Ry.	Discontinuance unified terminals, Tallahassee.	Satisfied.
G. M. West.	St. Andrews.	A. & St. A. B. Ry.	Physical condition road.	Improvements made.
Jacksonville Wholesale Grocers' Assn.	Jacksonville.	Various.	Unified operation terminals at Jacksonville.	Open.
James I. Mitchell.	Titusville.	Am. Ry. Ex. Co.	Leaving fish shipments.	Adjusted.
Sanford Truck Growers' Assn.	Sanford.	A. C. L. R. R.	Discrimination distribution cars.	Adjusted.
Chase & Co.	Jacksonville.	A. C. L. R. R.	Embargo on crate material.	Satisfied.
Alexander & Baird Co.	Beresford.	A. C. L. R. R.	Delay in delivery car.	Delivery secured.
C. H. Hunter.	Hollister.	A. C. L. R. R.	Delay in placing car.	Satisfied.
J. B. Comartie.	Lloyd.	Am. Ry. Ex. Co.	Non-return of empty egg carriers.	Adjusted.
Carn-Thomas Co.	Ocala.	Am. Ry. Ex. Co.	Refusal to accept shipment eggs in orange boxes.	Adjusted. Permission given express company to require standard cases after July 1.
R. L. Byrd.	Winter Garden.	A. C. L. R. R.	Failure agent notify prompt arrival freight.	Adjusted.
Sanford Truck Growers' Assn.	Sanford.	A. C. L. R. R.	Poor refrigeration of perishables.	Adjusted.
Aurantia Civic League.	Aurantia.	F. E. C. Ry.	Passenger train service Titusville Br.	Schedule improved.

TRANSPORTATION COMPANIES—(Continued.)

INFORMAL COMPLAINTS		Defendant.	Cause.	Disposition.
Complainant.	Address.			
A. S. Allan.	Fernandina.	S. A. L. Ry.	Inconvenient track position.	Satisfied.
A. S. Maxwell.	Tallahassee.	B. & O.	Fernandina trains at Jacksonville.	
Bartow Board of Trade.	Bartow.	A. C. L. and S. A. L.	Tracing for delivery interstate shipment.	Delivery secured. Open.
E. W. Timson.	Atlanta, Ga.	A. C. L. R. R.	Physical connection at Bartow.	
Citizens.	Venus.	A. C. L. R. R.	Inadequate accommodations, poor train service, Port Tampa.	Handled for improvement. Established.
Citizens.	Cross City.	A. C. L. R. R.	Petition for agency.	
Marion County Farmers' Union.	Ocala.	A. C. L. R. R.	Petition for agency and improved facilities.	Adjusted.
Webster Doty.	St. Andrews.	Am. Ry. Ex. Co.	Delayed transportation to southern markets.	
Knight & Wall.	Tampa.	A. & St. A. B.	Inadequate toilet facilities.	Handled for improvement. Adjusted.
Southern Iron Works.	Jacksonville.	Am. Ry. Ex. Co.	Refusal to accept certain shipments on Saturdays.	
Farquhar Machinery Co.	Jacksonville.	F. E. C. Ry.	Switching rates between Jacksonville and South Jacksonville.	Adjusted.
Citizens.	Fernandina.	S. A. L. Ry.	Demurrage charge on shipments when legal notice of arrival not given.	
Chamber of Commerce.	Pensacola.	S. A. L. Ry.	4c passenger fare between Fernandina and Jacksonville.	Suspense pending rate litigation. Commission's rule suspended during government control.
City of Tarpon Springs.	Tarpon Springs.	G. F. & A. and L. & N. Rs.	Switching and terminal charges.	
R. N. White.	Mt. Dora.	A. C. L. R. R.	Handling of freight and passengers at Tarpon Springs.	Satisfied.
Wholesale Shippers.	Jacksonville.	Jax. Term. Co.	Incorrect information given regarding schedules.	
F. C. B. LeGro.	Miami.	A. C. L. and F. E. C.	Insufficient force at joint terminal to handle shipments to and from trucks.	Open.
Shippers.	Umatilla.	Pullman Co.	Windows not screened. No dining service between Jacksonville and Miami.	
United Produce Co.	Jacksonville.	A. C. L. R. R.	Inadequate side track facilities for loading melons.	Adjusted. Adjusted.
		Am. Ry. Ex. Co.	Refusing shipments after 4:30 p. m.	



Commission.		Jax. Term. Co.	Checking parcels on valuation basis and marking baggage with chalk.	Adjusted.
J. D. King.	Stephensville.	A. C. L. R. R.	Removal of caretaker at Clara.	Satisfied.
W. S. Loyd.	Havana.	G. F. & A. Ry.	Violation Rule 9, passenger rules.	Adjusted.
Bowling Green Melon Growers' Assn.	Bowling Green.	A. C. L.	Improved station and siding facilities.	Open.
Dr. A. W. Underwood	St. Augustine.	F. E. C. Ry.	Crowded condition passenger coaches.	Adjusted.
G. W. Peeples	Morrison.	S. A. L. Ry.	Auto fare paid by Mrs. Luvenia Barker account motor car breaking down.	Refund made.
Sanford Truck Growers' Assn.	Sanford.	A. C. L. R. R.	Inadequate ice supply for refrigerator cars at Sanford.	Icing facilities increased.
City Commission.	Lakeland.	Am. Ry. Ex. Co.	Extension of delivery limits.	Satisfied.
State Board of Health.	Jacksonville.	A. N. R. R.	Green fish scrap shipments complained of as nuisance.	Shipments embargoed. Process of manufacture improved.
Bank of Chiefland.	Chiefland.	A. C. L. R. R.	Passenger train service into Chiefland.	Satisfied.
City Commission.	Apalachicola.	A. N. R. R.	Improved station facilities.	Satisfied.
Citizens.	Lockhart.	S. A. L. Ry.	Improved station facilities.	Open.
W. J. Durant.	Blountstown.	M. & B. R. R.	Sunday train service into Blountstown.	Open.
Geo. L. Roux.	Fernandina.	Am. Ry. Ex. Co.	Suspension Sunday pick-up service.	Satisfied.
Co-operative Timber Co.	Ocklawaha.	A. C. L. R. R.	Service of agent unsatisfactory.	Adjusted.
Blowers Lime and Phosphate Co.	Ocala.	A. C. L. R. R.	Demurrage charges on cars not ordered.	Adjusted.
Chamber of Commerce.	Tallahassee.	S. A. L. Ry.	Improved station facilities.	Adjusted.
Marion County Board of Trade.	Ocala.	S. A. L. Ry.	Relocating depot at Silver Springs.	Open.
Traffic Bureau.	Jacksonville.	A. C. L. and S. A. L.	Refusal to furnish cars for cross-town movements.	Adjusted.
Wauchula Board of Trade.	Wauchula.	Am. Ry. Ex. Co.	Enlarged express shed facilities.	Satisfied.
F. N. H. Ohlson.	Pierson.	Am. Ry. Ex. Co.	Rates and regulations on lot shipments to northern markets via steamer.	Open.
Triumph Mills.	Tampa.	Am. Ry. Ex. Co.	Refusal to make bad order notations.	Satisfied.
E. R. Ensey.	Eden.	Am. Ry. Ex. Co.	Establishment of commission office.	Satisfied.
Williston Mfg. Co.	Williston.	S. A. L. Ry.	Lighting station.	Satisfied.
M. P. Summers.	High Springs.	A. C. L. R. R.	Condition of stock pen.	Open.
Commission.		A. C. L. and T. & G.	Interchange of traffic.	Open.
Farquhar Machinery Co.	Jacksonville.	S. A. L. Ry.	Full information not given on card notice of freight arrivals.	Satisfied.
Federation of Women's Clubs.	Jacksonville.	S. A. L. Ry.	Detraining passengers outside of shed at Tallahassee.	Adjusted.

TRANSPORTATION COMPANIES—(Continued.)

INFORMAL COMPLAINTS.		Defendant.	Cause.	Disposition.
Complainant.	Address.			
H. R. Gunby. Board of Trade.	Wilcox. Leesburg.	A. C. L. R. R. A. C. L. R. R.	Locking of toilets at Lakeland.	Adjusted.
Commission.		S. A. L. Ry.	Passengers inconvenienced in detraining.	Satisfied.
Citizens.	Orange Heights.	S. A. L. Ry.	Passengers detained in detraining at Lake City.	Satisfied.
Wm. E. Rivers.	Bronson.	S. A. L. Ry.	Repairs to station roof.	Satisfied.
E. B. Casler.	St. Petersburg.	S. A. L. Ry.	Failure to observe Rule 9. Toilet facilities at Bronson not provided.	Satisfied.
West Coast Mfg. Co.	Chiefland.	T. & G. C. R. R.	Delay in delivery and dumping L. C. L. shipments at non-agency stations.	Open.
Ocala Evening Star.	Ocala.	A. C. L. R. R.	Extension of industrial track.	Open.
W. S. Bright.	Odessa.	S. A. L. Ry.	Train service, Ocala union depot.	Adjusted.
Felix C. Poppell.	Fort Pierce.	T. & G. C. R. R.	Inadequate and unsatisfactory train service.	Open.
City of Ellenton.	Ellenton.	Am. Ry. Ex. Co.	Petition for express platform at Gifford.	Satisfied.
Fla. Fish and Produce Co.	Jacksonville.	S. A. L. Ry.	Petition for electric lights in depot.	Satisfied.
W. L. Freeland.	Miami.	Clyde Line.	Mishandling of ice shipments Zinder dock.	Adjusted.
F. M. Quarterman.	Center Hill.	Miami Beach Elec. Co.	Violations of Chapter 5617, segregation of races.	Adjusted.
A. C. Stephens et al.	Jennings.	A. C. L. R. R.	Rebuilding freight shed at Smith's Mill.	Open.
D. Conklin et al.	Fort McCoy.	G. S. & F. Ry.	Unsatisfactory freight train service.	Open.
		O. V. R. R.	Delection of depot.	Not justified.

*Salaries and Expenses of the Railroad Commission for  
the Year Ended December 31, 1920.*

*Salaries—*

Three Commissioners .....	\$10,800.00	
Secretary .....	1,999.92	
Counsel .....	4,500.00	
Special Inspecting Engineer....	65.00	
Telephone Engineer .....	2,040.00	
Rate Expert .....	2,239.55	
Statistician (resigned) .....	400.66	
Stenographers .....	1,498.00	
Janitor .....	480.00—	\$24,023.13

*Traveling Expenses—*

Three Commisisoners .....	2,918.66	
Counsel .....	1,625.18	
Special Inspecting Engineer ....	77.75	
Rate Expert .....	231.39	
Telephone Engineer .....	1,151.52	
Secretary .....	135.72—	6,140.22

*Legal Expenses—*

Court costs, testimony, witnesses, etc. ....	614.95	
For Solicitor, in matter of valuation of Railroads, under Act of Congress .....	300.00—	914.95

*Other Expenses—*

Stationery, office supplies and ex- penses .....	543.53	
Permanent furniture and fixtures	312.64	
Printing:		
General .....	430.69	

*Salaries and Expenses of the Railroad Commission for  
the Year Ended December 31, 1920.*

Annual Report . . . .	\$1,704.35—	2,135.04
Freight, drayage and express . . . .		19.42
Telephone rental, tolls and telegrams . . . . .		370.84
Postage . . . . .	521.23—	3,902.70
Grand Total . . . . .		\$34,981.00

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CLAIMS PAID THROUGH COMMISSION.

The Commissioners have authority to enforce the collection of overcharge claims on shipments moving wholly between points in the State of Florida that are not more than two years old, and under this authority the following claims were handled to a conclusion during the fiscal year ending February 28, 1921:

Hutchinson Shoe Company, Jacksonville, Fla., overcharge on shipment of hats from Jacksonville to Blackman, Fla. This claim arose through an erroneous application of the minimum charge rule. Settled August 24, 1920, \$1.27.

Acme Packing Company, Apalachicola, Fla. Overcharge on wooden Oyster Tubs, from Richmond, Va., to Apalachicola, Fla. This was an interstate shipment, and ordinarily the Commissioners do not undertake to handle claims on interstate shipments for the reason that we have no authority to enforce settlement. This was such a flagrant overcharge, and the amount was so large that the Commissioners decided to handle informally with carriers. This was done, and the claim was settled September 28, 1920. Amount, \$69.84.



T. C. Bogart, Naranja, Fla., excess charges on baggage from Chicago, Ill., to Naranja, Fla. Mr. Bogart shipped from Chicago to Naranja, Fla., as baggage, one box. This box contained, in addition to articles of wearing apparel and personal effects, some apples. Apples are contraband as baggage. He paid \$4.15 covering excess weight at Chicago, and on arrival at destination agent collected \$37.31 contraband charges. This was apparently an excessive charge, and for that reason the Commissioners undertook to handle the matter, although it was interstate. It was found that Interstate Baggage Tariff No. 10 contains the following rule:

"Rule 19, CHARGE FOR HANDLING CONTRABAND ARTICLES. When passengers fails to disclose nature of articles offered for checking and it develops en route or at destination that the transportation of such articles as baggage is not authorized herein, collection will be made based on double the excess baggage rate for gross weight, minimum, etc."

Under the rules it was found that the overcharge amounted to only \$4.23, which was paid on October 22, 1920.

This case has been gone into at some length to impress upon travelers the necessity of ascertaining just what may and may not be allowed as baggage under the rules, and to show that the inclusion of articles not allowed will result in a high contraband charge.

W. B. Johnson Company, Jacksonville, Fla., claim for loss of peanut butter shipped from Stuart, Fla., to Jacksonville by Express. The Express Company declined to pay this claim on the ground that the shipment was improperly packed. The Commissioners handled with the Express Company on the ground that the time to raise the question of insufficient and improper packing is when the shipment is made, and if it is found that the shipment

is improperly or insufficiently packed the Express Company should exercise its rights and decline to accept for transportation. After a shipment has gone through the hardships of transportation is not the time to determine the sufficiency of packing. Claim was paid October 26, 1920.

J. D. Phillips, Blountstown, Fla., overcharge on shipment of household goods, unrouted, from Lakeland, Fla., to Blountstown, Fla. This shipment was forwarded by the Atlantic Coast Line via its interstate route through the State of Georgia and delivered to the L. & N. at River Junction. Being unrouted, it was the duty of the carrier, under our Rule 6 of the Commission's General Rules, to forward via the available route over which the lowest charges for transportation apply, or if not so forwarded, to apply the rate via the route shipment should have moved. Claim was for the purpose of enforcing this rule, and was settled November 1, 1920.

Ocala Exchange & Hide Company, Ocala, Fla., claim for overcharge on shipment of sweet potatoes from Ocala to St. Petersburg, Fla. This shipment was delivered to the Seaboard Air Line in Ocala, and should have been forwarded through to St. Petersburg via that line. For some reason it was delivered to the Atlantic Coast Line at Tampa, which resulted in charges in excess of the through rate via the one-line haul. Claim was paid November 3, 1920, \$35.23.

Mrs. W. F. King, Williston, Fla., overcharge on shipment of apples, by express, from Larwill, Ind., to Williston, Fla. Paid on December 10, 1920, \$3.71.

S. G. Barker, Trenton, Fla., overcharge on shipment of candy by express, from Jacksonville, Fla., to Hardee, Fla. Paid August 21, 1920, 56c.

E. A. Titus & Son, Lynn Haven, Fla. Overcharge on oleo from Chicago to Lynn Haven, Fla., by express. Paid September 28, 1920, \$1.03.

E. A. Titus & Son, Lynn Haven, Fla., claim for overcharge on oranges and cabbage by express from Fort Pierce, Fla., to Lynn Haven, Fla., paid March 24, 1920, \$3.08.

Oliver C. Gibson, Crystal River, Fla. Overcharge on household goods to Crystal River, Fla. Paid March 31, 1920, \$4.77.

Walter Paige, Wakulla, Fla., claim for loss of hose from shipment from Winston-Salem, N. C., to Wakulla, Fla. Wakulla is a flag station, and shipment was unloaded by conductor. Claim was summarily declined with the following statement:

"Way-bill shows put off O. K. by conductor, and as this constitutes clear delivery at a non-agency station, claim is declined."

Mr. Page's store is within thirty feet of where this shipment was put off. The shipment was taken charge of by him at once, and therefore the defense of the carrier was not considered sufficient. The claim was not only on an interstate shipment, but it was for loss and damage, over which character of claims the Commission has no jurisdiction. On account of the fact that a principle was involved, we undertook to handle with the carrier in an informal way. This resulted in the final settlement of the claim on October 25, 1920. Amount, \$15.00.

D. W. McArthur, Montbrook, Fla., overcharge on logs, C. L. from Kemp, Fla., to Montbrook, Fla. The Atlantic Coast Line Railroad has in effect a commodity rate on logs that is a continuation of the rate that was in effect from points on the old J. & S. W. Railroad to Jacksonville. It frequently occurs, however, that agents fail to locate

the tariff carrying these rates, and apply on shipments of logs the straight Class P rate, which is higher. Mr. McArthur had been shipping logs for some time from Kemp to Montbrook and had been paying the Class P rate. Handling with the Commission resulted in the application of the proper rate to shipments that had moved, and instructions to agents with reference to the proper rates to be used in future. Claims amounting to \$467.03 were paid during the latter part of December, 1920.



## ORDERS ENTERED

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ORDER NO. 684.

IN THE MATTER OF FILING LINES AND STATIONS REPORT BY THE LAKE BUTLER TELEPHONE COMPANY.

On this date the said matter coming on further consideration, and the Commissioners being fully advised in the premises, do find from the evidence that there is a possibility that the Lake Butler Telephone Company did mail to the Railroad Commissioners its Lines and Stations Report, as required by them so to do.

ORDERED by the Railroad Commissioners of the State of Florida, that said proceedings be, and the same are, hereby dismissed.

March 9, 1920.

ORDER NO. 685,  
FILE NO. 2208.

IN THE MATTER OF DEPOT AND STATION FACILITIES AT BOSTWICK, FLORIDA.

ORDERED by the Railroad Commissioners of the State of Florida, that the Atlantic Coast Line be, and it is hereby required to improve, increase and enlarge its combination freight and passenger depot at Bostwick, Florida, a station on the line of road of the said Atlantic Coast Line Railroad Company, in the State of Florida, in accordance with the plan submitted by the Railroad Company at the hearing in Jacksonville, which plan is on file with the Railroad Commissioners of the State of Florida, which is hereby designated as follows:

ATLANTIC COAST LINE RAILROAD—PROPOSED  
ADDITION TO DEPOT AT BOSTWICK, FLORIDA,  
J. E. SIMMS, SUPERVISOR OF BUILDING, BEAR-  
ING DATE OF FEBRUARY 19, 1920.

It is further ORDERED that said work be prosecuted  
with all due diligence, and this Order fully complied  
with on or before ninety days from this date.

March 9, 1920.

ORDER NO. 686,  
FILE NO. 4104.

IN THE MATTER OF THE APPLICATION OF J. G.  
HOLTZCLAW, RECEIVER OF THE PENSACOLA  
ELECTRIC COMPANY, FOR AN INCREASE IN  
STREET CAR FARES.

On this date the said matter coming on for further  
consideration, and the Commissioners being fully ad-  
vised in the premises, find and conclude that they have  
jurisdiction over the subject matter contained in the pe-  
tition of J. G. Holtzclaw, Receiver for the Pensacola  
Electric Company.

ORDERED by the Railroad Commissioners of the  
State of Florida, that the protest of the City of Pensacola  
against the Railroad Commissioners assuming jurisdic-  
tion of the petition of J. G. Holtzclaw, as Receiver, as  
aforesaid, to fix and establish rates, fares and charges  
for the Pensacola Electric Company, be and the same is  
hereby denied.

If Counsel, or the City Commissioners of Pensacola  
still entertain any doubt as to the jurisdiction of the  
Railroad Commissioners of Florida, over the applica-  
tion of J. G. Holtzclaw as Receiver for the Pensacola  
Electric Company to fix and establish rates, fares and  
charges for said Company in Pensacola, the Commis-

sioners would welcome at this time any proceeding brought by the City of Pensacola that would at once and for all times settle the question of their jurisdiction.

April 15, 1920.

ORDER NO. 687,  
FILE NO. T-361.

IN THE MATTER OF A SEPARATE EXCHANGE  
AND EXCESS MILEAGE CHARGES FOR SOUTH  
JACKSONVILLE, FLA.

On this date the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, do find from the evidence that the Exchange Area of the Southern Bell Telephone & Telegraph Company at Jacksonville, Florida, should be extended to include in the exchange area of said telephone exchange that part of South Jacksonville lying within the corporate limits of said South Jacksonville, and that the charges for telephone service rendered the patrons of said Southern Bell Telephone & Telegraph Company within the corporate limits of said city of South Jacksonville should be the same as is now charged within the corporate limits of the present exchange area of said exchange.

ORDERED by the Railroad Commisisoners of the State of Florida, that the exchange area of the telephone exchange at Jacksonville, Florida, be and the same is hereby extended and enlarged to include within said exchange area the incorporated city of South Jacksonville, Florida.

It is further ORDERED that excess mileage charges for patrons of said Southern Bell Telephone & Telegraph Company residing south of the St. Johns River and outside the corporate limits of said South Jacksonville, and furnished service through the cable leading to South

Jacksonville, shall be computed from the city limits of said South Jacksonville, Fla.

It is further ORDERED that this order shall become effective on and after May 1st, 1920.

April 23, 1920.

ORDER NO. 688,  
FILE NO. 4098.

IN THE MATTER OF OPENING GATES AT THE  
NORTH END OF THE NEW TERMINAL STATION  
CONCOURSE AT JACKSONVILLE, FLA.

On this date the said matter coming on for further and final consideration, and the Commission being fully advised in the premises, find from the evidence offered at said hearing, that the complaint in this cause was filed with the Commission in the interest of certain hackmen and transfer companies, who hoped to benefit their business by reason of the opening of these gates. There appeared at said hearing only one witness entirely disinterested, and in behalf of the public. The Commissioners therefore find that the evidence in this case does not warrant an order requiring the opening of said gates, and this case is dismissed without prejudice to any new complaint, and without finding as to the reasonableness of requiring the gates at the north end of the new Terminal Station concourse at Jacksonville to be opened.

ORDERED by the Railroad Commissioners of the State of Florida that said proceeding be, and the same is hereby dismissed, in accordance with the findings herein.

April 24, 1920.



ORDER NO. 689,  
FILE NO. 4105.

IN THE MATTER OF THE APPLICATION OF THE  
CLYDE STEAMSHIP COMPANY TO INCREASE  
ITS RATES ON FISH AND EMPTY FISH CON-  
TAINERS BETWEEN JACKSONVILLE AND  
RIVER LANDINGS ON THE ST. JOHNS RIVER.

On this date the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, do find from the evidence that the Clyde Steamship Company is entitled to an increase in its said fish rates.

ORDERED by the Railroad Commissioners of the State of Florida, that the following rates be, and the same are hereby prescribed and required to be used on fish and empty fish containers between Jacksonville and river landings on the St. Johns River:

Flour barrels containing fish.....	50c
Sugar barrels containing fish.....	62c
Casks containing fish.....	75c
Empty flour and sugar barrels returned....	10c
Empty casks returned.....	15c

It is further ORDERED that the rates and charges hereby prescribed shall become effective on and after May 10th, 1920, and the Clyde Steamship Company is hereby required to file said schedule of rates and charges with the Railroad Commissioners on or before said date.

April 23, 1920.

ORDER NO. 690,  
FILE NO. 4051.

IN THE MATTER OF THE ALLEGED VIOLATION  
OF RULE NO. 7 OF THE "GENERAL RULES" OF  
THE RAILROAD COMMISSIONERS

On this date the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, find from the evidence that the Clyde Steamship Company, immediately upon this violation being called to its attention, restored its rates raised in violation of said Rule No. 7 and made restitution to all shippers for any overcharges collected by reason of said unauthorized increase.

ORDERED by the Railroad Commissioners of the State of Florida, that said proceeding be, and the same is hereby dismissed.

April 24, 1920.

ORDER NO. 691.

IN THE MATTER OF FILING ANNUAL REPORT BY  
THE JACKSONVILLE TERMINAL COMPANY.

ORDERED by the Railroad Commissioners of the State of Florida, that the said proceeding be, and the same is hereby dismissed.

April 24, 1920.

ORDER NO. 692.

IN THE MATTER OF FILING ANNUAL REPORT BY  
THE POSTAL TELEGRAPH-CABLE COMPANY.

ORDERED by the Railroad Commissioners of the State of Florida, that said proceeding be, and the same is hereby dismissed.

April 24, 1920.

ORDER NO. 693,  
FILE NO. 4106.

IN THE MATTER OF THE APPLICATION OF THE  
PULLMAN COMPANY TO INCREASE SLEEPING  
AND PARLOR CAR RATES.

On this date the said matter being further considered upon the testimony offered at said hearing.

ORDERED that the Pullman Company be, and it is hereby, authorized to publish and file its Special Supplements No. 1 to Florida Railroad Commission Tariff No. 5, the rates and charges therein contained to become effective May 1st, 1920.

It is further ORDERED that the rates contained in said Supplement issued and filed under this authority shall expire six months from the date they became effective unless sooner cancelled, changed or extended by order of the Railroad Commissioners of Florida.

April 29, 1920.

ORDER NO. 694,  
FILE NO. 4109.

IN THE MATTER OF THE APPLICATION OF THE  
ATLANTA & ST. ANDREWS BAY RAILWAY COM-  
PANY TO RE-LOCATE ITS FREIGHT AND PAS-  
SENGER DEPOT AT PANAMA CITY, FLORIDA.

On this date the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, do find from the evidence that the petition of the Atlanta & St. Andrews Bay Railway Company for authority to move its present depot north of First Street on the east side of its main line of railroad should be granted, as the patrons of the said Railway Company served at Panama City will be better served from said site.

ORDERED by the Railroad Commissioners of the State of Florida, that the Atlanta & St. Andrews Bay Railway Company be, and it is hereby, authorized, required and directed to move its present freight and passenger depot from its present location to a point north of First Street on the east side of the main line of its railroad track, designated in its plan submitted to the Commissioners at said hearing, which said depot shall continue to be used as a combination freight and passenger depot until such time as a separate passenger depot can be erected on the east side of the main line track of said railroad, just north of First Street.

The said Railway Company is further ordered to grade and fill all approaches to said depot north of First Street, and to provide suitable and ample passenger platform along the track for the use of passengers entraining and detraining, and to further provide suitable toilet facilities at said depot.

It is further ORDERED that before erecting a separate passenger station, as herein indicated, the said Railway Company shall submit plans and specifications for same to the Commissioners for approval.

May 8, 1920.

ORDER NO. 695,  
FILE NO. 4107.

IN THE MATTER OF SUNDAY PICK UP AND DELIVERY SERVICE OF PERISHABLE EXPRESS IN JACKSONVILLE, FLORIDA.

On this date the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, do find from the evidence that the American Railway Express Company should be required to continue its Sunday pick up and delivery service of fish in Jacksonville, Florida.



ORDERED by the Railroad Commissioners of the State of Florida, that the American Railway Express Company be, and it is hereby, required to continue its Sunday pick up and delivery service of fish in Jacksonville, Florida, and the application of the said Express Company to discontinue said service is hereby denied.

May 11, 1920.

ORDER NO. 696,

FIL- NO. 4110.

IN THE MATTER OF THE VIOLATION OF RULE NO. 3 OF "RULES GOVERNING THE TRANSPORTATION OF FREIGHT" OF THE RAILROAD COMMISSIONERS OF FLORIDA BY THE AMERICAN RAILWAY EXPRESS COMPANY.

This matter comes on this date for consideration upon the application of C. W. Zaring & Company, the complaining party in this matter, for authority to withdraw the complaint made against the American Railway Express Company in the above matter.

ORDERED by the Railroad Commissioners of the State of Florida, that said complaint be and the same is hereby dismissed.

May 19, 1920.

ORDER NO. 697,

FILE NO. 4131.

IN THE MATTER OF THE MAINTENANCE OF AN AGENCY AT ORANGE PARK, FLA.

On this date the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, do find from the evidence that the Atlantic Coast Line Railroad Company should be

granted permission to discontinue its agency at Orange Park, Florida, except during the shipping season, May 1st to June 15th, inclusive.

Informal authority was granted the Atlantic Coast Line Railroad Company to discontinue its agency at Orange Park, Florida, on August 5, 1920, and this authority is hereby approved.

ORDERED by the Railroad Commissioners of the State of Florida, that the Atlantic Coast Line Railroad be, and is hereby, authorized to discontinue its agency at Orange Park, Florida, except during the shipping season in each and every year from May 1st to June 15th, inclusive.

August 19, 1920.

ORDER NO. 698,  
FILE NO. 4127.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF A GENERAL INCREASE IN  
FREIGHT AND PASSENGER RATES.

In this proceeding the carriers by railroad, subject to the jurisdiction of the Railroad Commissioners of the State of Florida, seek authority to increase their freight and passenger rates and other charges to the extent of the increases recently granted the carriers by railroad by the Interstate Commerce Commission in Ex-Parte No. 74, pursuant to the provisions of Section 15-A of the Interstate Commerce Act.

The application in the main asks for 25 per cent. increase in freight rates and in rates for switching and special services; and a 20 per cent. increase in passenger fares, excess baggage charges and milk and cream rates, and for a surcharge upon passengers in sleeping and parlor cars.

Pursuant to Notice No. 242, dated the thirtieth day of July, A. D. 1920, the said matter came on for hearing before the Railroad Commissioners of the State of Florida in their office in Tallahassee, Florida, on August 18, A. D. 1920, at 10 o'clock in the morning, and the Commissioners having heard all interested parties appearing, and who desired to be heard, took the said matter under advisement.

At the hearing there was no opposition to the increases asked by the carriers.

And now on this date, the said matter coming on for further consideration, and the Commissioners being fully advised in the premises,

FIND, that in order to meet the requirements of the provisions of Section 15-A of the Interstate Commerce Act, the revenues of the carriers must be increased, and that intrastate traffic should bear its part of such increases, and that the carriers are entitled to increase their rates, fares and charges in the manner hereinafter designated.

WHEREFORE, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commissioners of the State of Florida:

Section 1. Effective at the same time the increases authorized by the Interstate Commerce Commission in Ex-Parte 74 become effective, carriers by rail in the State of Florida will be permitted to increase their freight and passenger rates, fares and charges on intrastate business within the State of Florida by the same amounts and in the same manner prescribed by the Interstate Commerce Commission in Ex Parte 74 as applicable to interstate traffic, such increases to continue in force and effect to October 1, 1920, but not thereafter.

The Commissioners will not require the carriers to file any tariffs carrying such increases.

Section 2. Carriers by rail in the State of Florida, engaged in intrastate business, shall publish and file with

the Commission, to become effective on October 1, 1920, tariffs covering the transportation of freight and passengers constructed on the following basis:

To the intrastate freight rates between points in the State of Florida, as in effect June 24, 1918, shall be added an increase of twenty-five per cent. To this result shall be added a further increase of twenty-five per cent. authorized by this Order. The term "freight rates" as used in this Order is understood to include all charges in connection with the handling of freight traffic that had been authorized and approved by the Railroad Commission of Florida, and in force and effect on June 24, 1918.

These rates and charges, and all tariffs carrying same, shall be subject to Florida Classification No. 4 and amendments thereto as in effect on June 24, 1918, and shall be further governed by the rules of this Commission applicable thereto as in force and effect on June 24, 1918.

All passenger fares may be increased twenty per cent.

Excess baggage rates may be increased twenty per cent. except that where stated as a per cent. of, or dependent upon passenger fares, the increase in the latter will automatically affect the increase in the excess baggage charges.

Rates for milk and cream carried in passenger trains may be increased twenty per cent.

A surcharge upon passengers in sleeping and parlor cars may be made amounting to fifty per cent. of the charge for space in such cars, such charge to be collected in connection with the charge for space, and to accrue to the rail carriers.

Passenger rates and excess baggage rates shall be governed by the rules of this Commission, regulating the handling of passengers and baggage, that were in force and effect on June 24, 1918.

All the foregoing rates shall be governed by the rules



of this Commission with reference to the disposition of fractions that were in force and effect on June 24, 1918.

It is impossible at this time to adjust all of the rates on individual commodities. It is conceded by the carriers that readjustments will be necessary. This case shall therefore remain on the docket of the Commission for the purpose of making such changes in the rates, fares and charges as the Commissioners may, from time to time, upon their own motion, or upon complaint, deem necessary, and for such further orders as may be proper in the premises.

All matters not disposed of in this Order are carried over for further consideration and disposition later.

It is further ORDERED that the rates, fares and charges prescribed in Section 2 of this Order shall become effective on and after October 1, 1920, and the rail carriers, parties to this proceeding, are hereby required to file their tariffs accordingly with the Commissioners on or before said date.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 18th day of August, A. D. 1920.

ORDER NO. 699,  
FILE NO. 4128.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF A GENERAL INCREASE IN  
EXPRESS RATES.

In this proceeding the American Railway Express Company seeks authority to increase its class and commodity express rates on intrastate business within the State of Florida to the extent of the increase recently granted said Company by the Interstate Commerce Commission in Docket No. 11326.

The application in the main asks for 12.5 per cent. increase in express rates and an equalization of express rates on milk and cream with railroad rates on those commodities.

Pursuant to Notice No. 243, dated the 17th day of August, A. D. 1920, the said matter came on for hearing before the Railroad Commissioners of the State of Florida in their office in Tallahassee, Florida, on August 25, A. D. 1920, at 10 o'clock in the morning, and the Commissioners having heard all interested parties appearing, and who desired to be heard, took the said matter under advisement.

At the hearing there was no opposition to the increases asked by the Express Company.

And now on this date, the said matter coming on for further consideration, and the Commissioners being fully advised in the premises,

FIND that the American Railway Express Company is entitled to increase its class and commodity express rates within the State of Florida.

WHEREFORE, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commissioners of the State of Florida that the American Railway Express Company be, and it is hereby, authorized to increase its class and commodity express rates on intrastate business within the State of Florida 12.5 per cent., except that rates on milk and cream may be made equal to those contemporaneously applied by railroads between the same points. If there are no competing rates between the same points, express rates for milk and cream shall be increased 12.5 per cent.

It is further ORDERED that the rates herein prescribed shall become effective on and after September 1, 1920, and the Express Company is hereby required to file its tariffs accordingly with the Commissioners on or before said date.

It is impossible at this time to adjust all rates on individual commodities. This case shall, therefore, remain on the docket of the Commission for the purpose of making such changes in the rates and charges as the Commission may, from time to time, upon their own motion, or upon complaint, deem necessary, and for such further orders as may be proper in the premises.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 26th day of August, A. D. 1920.

ORDER NO. 700,  
FILE NO. 4140.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF A GENERAL INCREASE IN  
FREIGHT AND PASSENGER RATES FOR STEAM-  
BOAT COMPANIES.

Pursuant to Notice No. 244, dated the 17th day of August, A. D. 1920, this matter came on for hearing before the Railroad Commissioners of the State of Florida, in their office in Tallahassee, Florida, on August 25, A. D. 1920, at 11 o'clock in the morning, and the Commissioners having heard all interested parties, and who desired to be heard, took the said matter under advisement.

Now on this date, the said matter coming on for further consideration, and the Commissioners being fully advised in the premises,

FIND that the Steamboat Companies doing business in the State of Florida, parties to this proceeding, including the Thronateeska Navigation Company, which was not named in Notice No. 244, are entitled to increase their rates and fares in the manner hereinafter designated.

WHEREFORE, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commissioners of the State of Florida, that the Steamboat Companies in the State of Florida engaged in intrastate business shall publish and file with the Commisisoners, to become effective on September 1st, 1920, rates covering the transportation of freight and passengers constructed on the following basis:

To the intrastate freight rates between points in the State of Florida, as in effect on June 24, 1918, shall be added an increase of 25 per cent. To this result shall be added a further increase of 25 per cent. authorized by this Order.

The term "freight rates," as used in this Order, is understood to include all charges in connection with the handling of freight traffic that had been authorized and approved by the Railroad Commission of Florida, and in force and effect on June 24, 1918.

These rates, and all tariffs carrying same, shall be subject to Florida Classification No. 4 and amendments thereto, as in effect on June 24, 1918, and shall be governed by the rules of this Commission applicable thereto, and in force and effect on June 24, 1918.

All passenger fares may be increased 20 per cent. Passenger rates shall be governed by the rules of this Commission applicable to the handling of passengers and baggage that were in force and effect on June 24, 1918.

Excess baggage rates may be increased 20 per cent. except that where stated as a per cent. of, or dependent upon passenger fares, the increase in the latter will automatically affect the increase in the excess baggage charges.

At the hearing there was no opposition to the increases asked by the Steamboat Companies.

It is impossible at this time to adjust all of the rates on individual commodities. This case shall, therefore, remain on the docket of the Commission for the purpose of



making such changes in the rates, fares and charges as the Commissioners may, from time to time, upon their own motion or upon complaint, deem necessary, and for such further orders as may be proper in the premises.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 26th day of August, A. D. 1920.

ORDER NO. 701,  
FILE NO. 4127.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF A GENERAL INCREASE IN  
FREIGHT AND PASSENGER RATES.

In the matter of Order No. 698, dated the 18th day of August, 1920, granting increased freight and passenger rates to carriers by railroad in pursuance of hearing held under Notice No. 242, and in further consideration of the said matter, the Commissioners fear that there will be misunderstanding of the language contained in Paragraph 2 of Section 2 of said Order, reading as follows:

"The term 'freight rates' as used in this Order is understood to include all charges in connection with the handling of freight traffic that had been authorized and approved by the Railroad Commissioners of Florida, and in force and effect on June 24, 1918."

When this language is read in connection with the language of Section 2 of the Order it may bear the construction that carriers are authorized to lay a double increase upon switching, demurrage, storage and other special charges as in effect on June 24, 1918, which was not the purpose of the Order.

WHEREFORE, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commissioners of the State of Florida:

That the second paragraph of Section 2 of Order No. 698 is hereby amended to read as follows:

"To the intrastate freight rates between points in the State of Florida, as in effect June 24, 1918, shall be added an increase of 25%. To this result shall be added a further increase of 25%. To charges for switching, transit, weighing, diversion, reconsignment, lighterage, storage (not including track storage), and transfer, as in effect by the rules of this Commission on June 24, 1918, shall be added a single increase of 25%. To intra-plant, intra-terminal and inter-terminal switching rates, as in effect on June 24, 1918, shall be added an increase of 25%. To this result shall be added a further increase of 25%."

It is further ORDERED that the said Order No. 698 is amended only in the particulars set forth above, effective October 1st, 1920.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 28th day of August, A. D. 1920.

ORDER NO. 702,

FILE NO. 4106.

IN RE: APPLICATION OF THE PULLMAN COMPANY TO CONTINUE IN EFFECT RATES FOR ACCOMMODATION IN SLEEPING AND PARLOR CARS AUTHORIZED BY ORDER NO. 693.

It is therefore ORDERED that the applicant be and it is hereby authorized to continue in effect the rates authorized in our Order No. 693 of April 29, 1920, for accommodation in sleeping and parlor cars until, but not

after, the 1st day of January, 1922, unless sooner cancelled, amended or extended by further order, jurisdiction being retained.

September 6, 1920.

ORDER NO. 703,  
FILE NO. 4128.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF ADDITIONAL INCREASE IN  
CLASS AND COMMODITY EXPRESS RATES OF  
THE AMERICAN RAILWAY EXPRESS COMPANY.

On June 19, 1920, the American Railway Express Company filed its petition for authority to increase its express rates on intrastate business within the State of Florida, and to change its classifications, and under date of August 20, 1920, said petitioner, by supplemental petition, brought to our attention the fact that by decisions No. 2 and 3 of July 20 and August 10, 1920, respectively, the United States Railroad Labor Board had awarded increased wages to certain classes of its employees, and petitioner requested a further increase in rates of 15% to cover the increase in operating expenses caused by said increases in wages.

On the 26th day of August, 1920, upon the record then made, we authorized, in Order No. 699, an increase of 12.5 per cent. in petitioner's class and commodity express rates on intrastate business within the State of Florida subject to certain exceptions as to rates on milk and cream. In granting this increase we did not take into consideration the increases in the operating expenses of the petitioner resulting from the increased wages granted to its employees by the United States Railroad Labor Board, as definite information was not available to what

extent the increased wages awarded had increased the operating expenses of said petitioner, jurisdiction was retained for such further order as may be proper.

Since our order of August 26, 1920, a study and analysis has been had of the United States Railroad Labor Board awards of increased wages, and computations have been made as to the total increases in wages to petitioner's employees under and incident to those awards, which show a total estimated increase in wages of \$42,296,340.00 per annum.

From these computations the additional increase of 15% in express rates requested by the petitioner is not justified, but that an additional increase of 13.5 per cent. has been justified.

WHEREFORE, it is ORDERED by the Railroad Commissioners of the State of Florida that the American Railway Express Company (to cover the increases in operating of said petitioner in Florida caused by said increases in wages granted by the United States Railroad Labor Board) be and it is hereby authorized to make an additional increase of 13.5 per cent. in its express rates on intrastate business within the State of Florida.

It is further ORDERED that the increased rates herein prescribed shall become effective at the same time that the additional increased interstate rates granted to petitioner by the Interstate Commerce Commission become effective under I. C. C. No. 11326, Express Rates 1920, decided September 21, 1920, and the petitioner is hereby required to file its tariffs accordingly with the Commissioners on or before said effective date.

It is further ORDERED that this cause shall remain on the docket of the Commissioners for the purpose of making such changes in the rates and charges as the Commissioners may, from time to time, on their own motion or on complaint, deem necessary, and for such further orders as may be proper in the premises, jurisdiction being retained.



DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 27th day of September, 1920.

ORDER NO. 704,  
FILE NO. T-355.

IN THE MATTER OF THE APPLICATION OF THE  
MADISON TELEPHONE COMPANY TO CHANGE  
AND INCREASE ITS TELEPHONE RATES AT  
MADISON, FLORIDA.

On this day the said matter coming on for further and final consideration, and the said Commissioners being fully advised in the premises, do find from the evidence that the rates of the Madison Telephone Company for Madison, Florida, are not sufficient to yield a fair return.

ORDERED by the Railroad Commissioners of the State of Florida, that the following schedule of rates for telephone service at Madison, Florida, be and the same is hereby allowed, prescribed and required to be used and observed, viz.:

Character of Service.	Rates Allowed.
Business, 1 party.....	\$3.00
Business, 2 party.....	2.50
Business extension .....	1.00
Residence, 1 party.....	2.25
Residence, 4 party.....	1.75
Residence extension .....	1.00
Residence, 5 party (outside exchange area).....	2.25
Farmers stations .....	.75
Desk equipment (in addition to regular rate).....	.25
Joint user .....	.50

*Charges for Moves and Changes.*

Moving stations from one location to another in the same room .....	1.00
Moving stations from one location to another in the same building .....	2.00
Moving stations from one building to another.....	3.00

*Deposit Requirement.*

A deposit of \$3.50 is required from each new subscriber to be forfeited in the event the subscriber surrenders telephone before the expiration of the term for which subscriber contracts, but in the event subscriber retains telephone connection for the period subscribed for, the deposit of \$3.50 will be returned to said subscriber or credited to his account, three months being the minimum period for which contract for service will be executed, but no collection of rentals for more than one month shall be made in advance.

The above deposit is to be required only in cases where a telephone has to be installed, and does not apply where a telephone is already in place, nor does it apply to extensions. Where the full contract rate is paid at the time of the application for telephone, the deposit for installation shall not be required.

*Season Rates.*

Season rates are based on service for a period of not less than three months, and are the regular monthly rates plus fifty per cent. thereof, with the privilege to the subscriber of changing the season contract to an annual contract upon notice. Where a season contract is changed to an annual contract, and the full annual contract rate has been paid, service will be rendered for the remainder of the year without further payment. Where

the full season contract rate is paid at the time of the application for telephone, the deposit requirement for installation will not apply.

It is further ORDERED that the rates hereby prescribed shall become effective on and after the 1st day of December, 1920, and the Madison Telephone Company is hereby required to file its schedule of rates with this Commission in accordance herewith on or before said date.

November 2, 1920.

ORDER NO. 705.

FILE NO. T-371.

IN THE MATTER OF THE APPLICATION OF THE  
SOUTH ATLANTIC TELEPHONE & TELEGRAPH  
COMPANY TO CHANGE AND INCREASE ITS TEL-  
PHONE RATES AT MIAMI BEACH, FLORIDA.

ORDERED by the Railroad Commissioners of the State of Florida, that the following schedule of rates for telephone service at Miami Beach, Florida, be and the same is hereby allowed, prescribed and required to be used and observed, viz.:

*Rates Inside Exchange Base Rate Area.  
Wall Telephone Equipment.*

Unlimited Service	Rate Per Month		Joint User Rate
Class of Service:			
Business 1 Party Flat Rate.....	\$5.50		\$1.50
Business 4 Party Flat Rate.....	3.50	(See note "A")	1.50
Business 1 Party Inward.....	3.00		
Business Extension .....	1.00		
Residence 1 Party Flat Rate.....	3.25		.75
Residence 2 Party Flat Rate.....	2.75		.75
Residence 4 Party Flat Rate.....	2.25	(See note "A")	.75
Residence Extension .....	1.00		

Measured Service	Rate Per Month	Messages Per Month	Additional Messages Each
Class of Service:			
Business 1 Party Message Rate.....	\$4.00	100	3½c
Joint User .....	1.00		
Extension .....	1.00		

*Note "A:":* Four party service is available only outside base rate area.



*Desk Telephone Equipment.*

For desk equipment add 25 cents to rates above shown.

*Rates Outside Exchange Base Rate Area.*

Additional rate for extra distance beyond exchange base rate area, 42 cents per month per one-fourth mile or fraction thereof. This charge to be prorated between two party and four party stations.

*Charges for Moves and Changes.*

Moving subscribers' equipment from one location to another .....	\$3.00
Moving subscribers' equipment from a room or office to another room or office in the same building .....	2.00
Moving subscribers' equipment from one location to another in the same office or room.....	1.00

The above charges are not made against subscribers who have had service at the same location continuously for a period of twelve months or for a longer period than the term specified in their contract, provided the subscriber executes a renewal contract.

*Private Branch Exchange Rates.*

- No. 1 Private Exchange Systems—  
 Exchange Trunk Lines—Commercial Flat Rate:  
 Two way trunks, each individual line business rate plus 50%.  
 One way trunks, each individual line business rate minus 25%.

*Hotel and Apartment Message Rate.*

	Rate Per Month
First two way trunk with 100 messages.....	\$4.00
Additional two way trunks without messages.....	2.00
Messages in excess of allowance with first trunk 3½ cents.	

## 2. Stations.

Rate Per Month

## Commercial—Flat Rate:

Inside stations, each.....	\$1.00
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## Hotel and Apartment—Message Rate:

Inside stations, each.....	.50
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If hotel or apartment furnishes, installs and maintains all wiring connecting stations with switchboard, the rate per station will be.....

.35

## 3. Switchboard, Including Battery Power.

## Commercial—Flat Rate.

## Hotel and Apartment—Message Rate.

	Rate Per Month Per Position
Non-multiple type 30 lines or less in use.....	\$3.00
31- 60 lines in use.....	4.00
61-100 lines in use.....	5.00
101-150 lines in use.....	6.00
151-200 lines in use.....	7.00
201-260 lines in use.....	8.00
261-320 lines in use.....	9.00

Rate Per Month  
Per Position

4. Ringing Current .....\$1.00  
 5. Season Rates No. 1, Private Branch Exchange, Hotel and Apartment House Systems.

When service is desired for other than a year round basis, the following seasonal rates shall apply for a minimum service period of three consecutive months in each year:

Switchboard, 10 cents per month per station, connected.  
Stations, each \$1.00 per month.

First trunk, with allowance of 100 messages, per month,  
\$4.00.

Additional trunks with no message allowance, per  
month, \$2.00.

Messages in excess of allowance with first trunk,  $3\frac{1}{2}$   
cents each.

The foregoing rates contemplate that the subscriber  
will own and maintain all wiring within the building,  
connecting the stations with the switchboard. The Com-  
pany will furnish and maintain the necessary battery  
equipment, but the subscriber will provide at his expense  
the necessary power leads for charging such batteries and  
the requisite current therefor.

Where the Telephone Company owns and maintains the  
wiring within the building the station rate will be \$1.50  
per month under season contracts. The rate for the  
switchboard, trunks and additional messages being the  
same as when the subscriber owns and maintains the in-  
side wiring.

#### *Private Branch Exchange Systems.*

##### No. 2. (Inter-Communicating.)

##### Business and Residence—Flat Rate Service:

The maximum equipment furnished is that for ten lines.  
All stations to be located in same building with master  
station. Subscribers are required to pay cost of cable and  
cost of labor in its installation whenever more than 50  
feet of cable is required to connect any one station to its  
nearest station.

##### Per Month

Master Station (Receiving and Distributing Station) .....	\$2.00
Additional Stations with Switching Equipment, each .....	1.50
Battery Supply .....	1.25

Trunk lines, two way, each business or residence, individual line rate plus 50%.

Trunk lines, inward, each business or residence, individual rate minus 25%.

Minimum period of contract three (3) years. If service is desired on other than year round basis, the minimum rental shall be the equivalent of the charge for nine (9) months' service at the above rates.

#### *Season Rates.*

The Commissioners approve and authorize the publishing and filing of season rates as follows:

Season rates are based on service for a period of not less than three months, and are the regular monthly rates plus fifty per cent. thereof, with the privilege to the subscriber of changing the season contract to an annual contract upon notice. Where a season contract is changed to an annual contract, and the full annual contract rate has been paid, service will be rendered for the remainder of the year without further payment. Where the full season contract rate is paid at the time of the application for telephone the deposit authorized by the Commissioners to be required for installation shall not be exacted.

#### *Deposit.*

The Commission will permit the Company to require a deposit of \$3.50 from each new subscriber to be forfeited in the event the subscriber surrenders telephone before the expiration of the term for which subscriber contracts, but in the event subscriber retains telephone connection for the period contracted for, the deposit of \$3.50 will be returned to said subscriber or credited to his account, three months being the minimum period for which contract for service will be executed.



The above deposit to be exacted only in cases where a telephone has to be installed, and does not apply where a telephone is already in place, nor does it apply to extensions. Where the full contract rate is paid at the time of the application for telephone, the deposit authorized by the Commissioners to be required for installation shall not be exacted.

*Rates for Miscellaneous Equipment and Service.*

In connection with either business or residence stations, either inside or outside exchange base area:

	Rate Per Month
Extension Gong .....	\$ .50
Extension Bell .....	.25
Auxiliary Receiver .....	.15
Operator's Head Set.....	.15
Operator's Head Set and Chest Transmitter.....	.35
Extra Listing in Directory.....	.25
Extra Line in Directory.....	.25

*Rules Affecting Rates and Service.*

1. Bills for service are rendered monthly.
2. Bills are payable in advance on or before the 10th day of the month at the office of the Company.
3. (a) Service is suspended if bill is not paid before the 10th day of the month in which it becomes due.  
(b) If bill is not paid in five (5) days thereafter, station equipment is removed from subscriber's premises.

*Temporary Suspension of Service.*

When the residence or place of business of a subscriber is closed and the telephone is not discontinued, a reduction in charge for the telephone service during the time

the house is closed will be allowed upon the following conditions:

- (a) Upon the written request of the subscriber.
- (b) The suspension must be for a minimum period of one month, and must not exceed four months.
- (c) The rate to be charged during the suspension period will be one-half the schedule rate.
- (d) The charge for the service during the suspension period must be collected in advance.

It is further ORDERED that the rates hereby prescribed shall become effective on and after the 1st day of December, 1920, and the South Atlantic Telephone & Telegraph Company is hereby required to file its schedule of rates with this Commission in accordance herewith on or before said date.

ORDER NO. 706,  
FILE NO. 4104.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE  
PENSACOLA ELECTRIC COMPANY TO INCREASE  
ITS STREET CAR RATES AT PENSACOLA, FLORIDA.

Pursuant to Notice No. 238, and to notices of continuances issued from time to time, the above mentioned matter first came on for hearing before the Railroad Commissioners of the State of Florida on the 14th day of July, 1920, at 10 o'clock A. M. in the City Council Chambers in Pensacola, Florida, and then and there appeared J. G. Holtzclaw, Receiver of the Pensacola Electric Company; P. O. Knight of Counsel for the Receiver; F. B. Carter and F. E. D. Yonge, attorneys for the Receiver; John B. Jones, City Attorney of the city of Pensacola; R. P. Reese, on

behalf of self and citizens; C. A. Hann, L. R. Nash and C. F. W. Wetterer, experts on behalf of Receiver; A. F. Henderson and C. L. Shine, for Receiver, and Frank M. Miliner, a citizen, and other interested persons. And after taking testimony of witnesses and hearing all who desired to be heard, the said Railroad Commissioners, in order that an examination of the property, books and accounts of the Pensacola Electric Company might be made by said Commissioners, adjourned said hearing subject to call.

On the 28th day of October, 1920, at 9:30 A. M., in the City Council Chambers at Pensacola, Florida, and after an examination of the property, books and accounts of the Pensacola Electric Company had been made by said Commissioners, hearing of the above mentioned matter was resumed pursuant to due notice, and then and there appeared, together with other persons, J. G. Holtzclaw, Receiver of the Pensacola Electric Company; P. O. Knight, General Counsel for the Receiver of the Pensacola Electric Company; F. B. Carter and F. E. D. Yonge, attorneys for the Receiver; John B. Jones, City Attorney of the city of Pensacola; R. P. Reese, on behalf of self and citizens; C. A. Hann and C. F. W. Wetterer, experts on behalf of Receiver, and after taking additional evidence and hearing all who desired to be heard, the said Railroad Commissioners took said matter under advisement.

And now on this day the matter coming on for further and final consideration, and the said Commissioners being fully advised in the premises, do find from the evidence adduced at said hearings that the present street car fares and rates charged by the said Pensacola Electric Company at Pensacola, Florida, are too low, and that said Company is entitled to an increase in its fares and rates at Pensacola, Florida.

WHEREFORE, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commissioners of the State of Florida, that the Pensacola Electric Company be, and it is hereby authorized to increase its street car fares

and rates for the carriage of passengers and freight at Pensacola, Florida, as follows:

(a) For a continuous passage from any point on the Company's lines of street railroad (within or without the limits of the city of Pensacola) to any point on the Company's lines of street railroad, except on the Bay Shore Line, a fare of 8c is authorized in lieu of the 5c fare now collected; provided that two tickets or tokens shall be sold for 15c, each ticket or token being good for one continuous passage from any point on the Company's lines (within or without the limits of the city of Pensacola) to any other point on the Company's lines, except on the Bay Shore Line; and provided further that ten tickets shall be sold for 40c, each ticket being good for one passage for any school child going to or returning from school, on a school day, from any point on the Company's lines (within or without the limits of the city of Pensacola) to any point on the Company's lines, except on the Bay Shore Line; and provided further that children under five years of age, accompanied by a person paying fare, shall be permitted to ride free.

(b) All provisions as to transfer now in force shall continue.

(c) A 25% increase applied to all the existing fares and rates on all classes of traffic is authorized on the Bay Shore Line; provided that tickets shall be sold for half fares, each ticket being good on the Bay Shore Line for one continuous passage for any school child going to or returning from school, on a school day; and provided further that children under five years of age, accompanied by a person paying fare, shall be permitted to ride free.

(d) Tariffs covering special and chartered car service shall be prepared by said Company and shall be filed with the said Railroad Commissioners for their consideration, revision and approval within ten days from the effective date of this order.



It is further ORDERED that this order shall become effective at 12:01 o'clock A. M., December 15, 1920, and that the rates herein prescribed shall, on and after said date, be charged until further order of the Railroad Commissioners of Florida.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 2d day of December, A. D. 1920.

ORDER NO. 707,  
FILE NO. 4097.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE  
JACKSONVILLE TRACTION COMPANY TO IN-  
CREASE ITS STREET CAR FARES AT JACKSON-  
VILLE, FLORIDA.

In the above mentioned matter the Railroad Commissioners of Florida were petitioned by E. J. Triay, as Receiver of the Jacksonville Traction Company, to assume jurisdiction over the rates, fares, charges and practices of the Jacksonville Traction Company, and to authorize an increase in its rates and fares in the city of Jacksonville, Florida; and after due notice being given to all interested parties, the said petition came on for hearing before the Railroad Commissioners of Florida on the 19th day of January, 1920, at their office in the city of Tallahassee, Florida, and then and there appeared E. J. Triay, Receiver of said Company, and J. L. Doggett and P. O. Knight, his attorneys, and then and there also appeared P. H. Odom, attorney representing the city of Jacksonville; and said Commissioners after having heard all interested parties did consider, order and adjudge that

they had no jurisdiction over the subject matter contained in said petition.

Whereupon, the State of Florida, on relation of E. J. Triay, as Receiver of the said Jacksonville Traction Company, sued out in the Supreme Court of the State of Florida, an original mandamus against the Railroad Commissioners of the State of Florida, commanding them to take jurisdiction of the said petition of the Jacksonville Traction Company requesting an increase in fare for the carriage of passengers, and to fix just and reasonable rates for the carriage of passengers of the Jacksonville Traction Company, or to show cause for not doing so, whereupon the Railroad Commissioners of the State of Florida, in obedience to said writ of mandamus, appeared in the Supreme Court by their Special Counsel and moved to quash the writ, which said motion was duly heard and denied, the Supreme Court deciding it was the duty of the Railroad Commissioners of Florida to make just and reasonable fares to be observed by the Jacksonville Traction Company in the transportation of passengers over its system of street railway at Jacksonville, Florida.

And thereupon the Railroad Commissioners of Florida gave notice that, on May 20, 1920, they would be in session in the City Council Chamber, Jacksonville, Florida, to hear and consider the application of the Jacksonville Traction Company to increase its street car rates.

And pursuant to said notice, dated May 6, 1920, this matter of the application of the Jacksonville Traction Company to increase its street car fares at Jacksonville, Florida, came on for hearing before the Railroad Commissioners of Florida in the City Council Chamber at Jacksonville, Florida, on May 20, 1920, at 10 o'clock A. M., and then and there appeared E. J. Triay, Receiver of the Jacksonville Traction Company; Peter O. Knight, General Counsel, and others representing said Traction Company. There also appeared P. H. Odom, attorney for

the city of Jacksonville, and other interested persons; and after taking testimony of witnesses and hearing all who desired to be heard, the said Railroad Commissioners adjourned said hearing to be further heard after an examination of the property, books and accounts of the Jacksonville Traction Company had been made and audited by the said Commissioners.

This matter then came on for further hearing pursuant to notice before the Railroad Commissioners of Florida, in the City Council Chamber at the City of Jacksonville, Florida, on the 26th day of October, 1920, at 10 o'clock A. M., and then and there appeared E. J. Triay, Receiver of the Jacksonville Traction Company; Peter O. Knight, General Counsel, and others representing said Jacksonville Traction Company, and there also appeared P. H. Odom, attorney for the city of Jacksonville, and other interested persons; and after receiving the report of the audit and examination of the affairs of said Jacksonville Traction Company made under authority of said Commissioners, and after taking further testimony and hearing all who desired to be heard, the said Commissioners adjourned said hearing.

And this matter, pursuant to notice, came on for further hearing before the Railroad Commissioners of Florida in their office in the city of Tallahassee, Florida, on November 16th, 1920, at 10 o'clock A. M., and then and there appeared E. J. Triay, Receiver of the Jacksonville Traction Company; John L. Doggett, attorney for said Receiver; A. H. King and W. H. Tucker of the city of Jacksonville, Florida, and other interested persons; and after taking additional testimony and hearing all who desired to be heard, the said Commissioners took the said matter under advisement.

And now on this date the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, do find from the evidence that the present street car fares charged by the

said Jacksonville Traction Company at Jacksonville, Florida, are too low, and that said Company is entitled to an increase in its street car fares at Jacksonville, Florida.

WHEREFORE, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commissioners of Florida, that the Jacksonville Traction Company be, and it is hereby, authorized to increase its street car fares for the carriage of passengers at Jacksonville, Florida, as follows:

(a) For a continuous passage from any point on the Company's lines of street railroad (within or without the limits of the city of Jacksonville) to any other point on the Company's lines of street railroad (whether owned, leased or operated by said Company), except on Camp Johnston cars, a fare of 7c is authorized in lieu of the 5c fare now collected; provided that ten tickets shall be sold for 40c, each ticket being good for one passage for any school child going to or returning from school, on a school day, from any point on the Company's lines of street railway (within or without the limits of the city of Jacksonville) to any other point on the Company's line of street railroad (whether owned, leased or operated by said Company), except on Camp Johnston cars; and provided further, that children under five years of age, accompanied by a person paying fare, shall be permitted to ride free.

(b) All provisions as to transfer now in force shall continue.

(c) A fare of 21c. is authorized for a continuous passage from any point on any line of the Company to Camp Johnston, and the same fare is authorized for a continuous passage from Camp Johnston to any point on any line of the Company; provided that ten tickets shall be sold for \$1.05, each ticket being good on Camp Johnston cars for one passage for any school child going to or returning from school on a school day. In transferring



from any other line of the Company to a Camp Johnston car the transfer and 14c. shall be accepted as fare to Camp Johnston or any point on the Camp Johnston line. Children under five years of age accompanied by a person paying fare shall be permitted to ride free.

(d) Tariffs covering special and chartered car service shall be prepared by said Company and shall be filed with the said Railroad Commissioners for its consideration, revision and approval within ten days from the effective date of this order.

It is further ORDERED that this order shall become effective at 12:01 o'clock A. M., December 15, 1920, and that the rates herein prescribed shall, on and after said date, be charged until further order of the Railroad Commissioners of Florida.

We reserve for future consideration and decision the application of said Traction Company to discontinue operation of and to dismantle that part of its line known as the Camp Johnston Line, and shall keep this branch of the case open for further investigation and order.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 2d day of December, A. D. 1920.

ORDER NO. 708,  
FILE NO. 4102.

IN THE MATTER OF THE APPLICATION OF THE  
FLORIDA COAST LINE CANAL & TRANSPORTA-  
TION COMPANY FOR REVISED SCHEDULE OF  
CANAL COMPANY TOLLS OR TRAFFIC CHARGES  
ON THE CANAL OF SAID COMPANY.

On this day the said matter coming on for further and final consideration, and the said Commissioners being fully advised in the premises, do find from the evidence

adduced at said hearings that the present tolls and traffic charges on the canal of said Canal Company are too low, and that said Company is entitled to an increase thereof.

ORDERED, by the Railroad Commissioners of the State of Florida, that the following schedule of tolls or traffic charges on the canal of said Company be and the same is hereby allowed:

*Schedule of Tolls—Florida Coast Line Canal and Transportation Company.*

To be collected for one chain for each of the following divisions of said canal.

St. Johns and North River Canal.

Matanzas and Halifax Canal.

Haulover Canal.

Jupiter and Lake Worth Canal.

New River and Biscayne Bay Canal.

All measurements are length deck measurements.

*Pleasure Boats and House Boats.*

10 cents per foot through each chain.

8 cents per foot launches 40 feet and under (not engaged in business) through each chain.

*Freight and Passenger Boats.*

5 cents per foot through each chain and 5% on gross rates from freight and passengers.

*Barges and Lighters in Tow.*

Loaded—8 cents per foot through each chain and 5% on freight.

8 cents per foot on tug through each chain.

Empty—5 cents per foot through each chain.

Tugs towing empty lighter, 5 cents per foot through each chain.

*Fish Boats.*

3 cents per foot through each chain.

It is further ORDERED that this order shall become effective at 12:01 o'clock A. M., December 15, 1920, and continue until further order of this Commission.

November 30, 1920.

ORDER NO. 709,

FILE NO. 4104.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE  
PENSACOLA ELECTRIC COMPANY TO IN-  
CREASE ITS STREET CAR RATES AT PENSACOLA, FLORIDA.

1. Whereas, by Order No. 706, dated December 2, 1920, in the matter of the application of the Pensacola Electric Company to increase its street car rates at Pensacola, Florida, the Railroad Commissioners of Florida prescribed rates, fares and practices for the carriage of passengers and freight by said Company.

2. And, whereas, the wording of paragraph (c) of said Order does not clearly express the intention of said Railroad Commissioners in fixing rates and fares for the Bay Shore Line in that they intended to allow the same increase in the 5c local passenger fare on the said Bay Shore Line as was allowed on city passenger fares.

3. Wherefore, in further consideration of the said matter, and for the purpose of more clearly expressing the intention of said Commissioners, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commissioners of Florida that paragraph (c) of said Order No. 706 is hereby amended to read as follows:

(c) On the Bay Shore Line a 25% increase, applied to all the existing fares and rates, except the 5c passenger fares, on all classes of traffic, is authorized.

In lieu of all 5c passenger fares now collected on said Bay Shore Line there is authorized 8c passenger fares, provided that two tickets or tokens shall be sold for 15c, each good for one passage. Tickets shall be sold for half of the regular fares, each ticket being good on the Bay Shore Line for one continuous passage for any school child going to or returning from school on a school day. Children under five years of age, accompanied by a person paying fare, shall be permitted to ride free.

4. It is further ORDERED that said Order No. 706 is amended only in the particular set forth above, effective at 12:01 o'clock A. M., December 15, 1920.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, Florida, this 9th day of December, A. D., 1920.

ORDER NO. 710—SUPPLEMENTAL.  
FILE NO. 4102.

IN THE MATTER OF THE APPLICATION OF THE  
FLORIDA COAST LINE CANAL & TRANSPORTA-  
TION COMPANY FOR REVISED SCHEDULE OF  
CANAL COMPANY TOLLS ON THE CANAL OF  
SAID COMPANY.

Whereas, in the entry of Order No. 708, in the matter of the application of the Florida Coast Line Canal & Transportation Company for a revised schedule of tolls on the canal of said Company there was omitted from the schedule of tolls the Lake Worth and New River division of said canal, which omission was occasioned by the applicant's failure to state the Lake Worth and New River division in its proposed schedule of traffic charges.



And, whereas, the Railroad Commissioners of Florida having heard evidence as to an increase in tolls on all the divisions of said canal, and having found that the applicant was entitled to the same increases in traffic charges on the Lake Worth and New River division of said canal as were prescribed for the five other divisions designated in said order.

ORDERED that said order No. 708, dated November 30, 1920, be amended by inserting the "Lake Worth and New River Canal" after the five other divisions of said canal named in the schedule included in said Order No. 708, and for which traffic charges were prescribed.

It is further ORDERED that said Order No. 708 is amended only in the particular set forth herein.

December 22, 1920.

ORDER NO. 711,  
FILE NO. T-374.

IN THE MATTER OF THE APPLICATION OF PE-  
NINSULAR TELEPHONE COMPANY TO IN-  
CREASE ITS TELEPHONE RATES AT TAMPA,  
FLORIDA.

On this date the said matter coming on for further and final consideration, and the said Commissioners being fully advised in the premises, do find from the evidence adduced that the telephone rates of the Peninsular Telephone Company at Tampa, Florida, are not sufficient to yield a fair and proper return.

ORDERED by the Railroad Commissioners of the State of Florida that (conditioned on good and efficient service being rendered by said Company) the following schedule of rates for telephone service rendered by said Company at their Tampa exchange be, and the same is hereby, authorized and prescribed, viz.:

*Rates Inside Exchange Base Rate Area.*

Class of Service—	Rate Per Month	Joint User Rate
Business 1 party flat rate.....	\$ 5.50	\$2.00
Business 2 party flat rate.....	4.25	2.00
Business 4 party flat rate.....	3.50	2.00
Business extension .....	1.50	
Inter-Communicating Systems—		
Trunk line and original station.....	5.50	
Single extension .....	1.50	
Two trunk lines.....	11.00	
Extensions on above, each.....	2.00	
Private Branch Exchange Service Covered by Special Contract—		
Residence 1 party flat rate.....	3.25	1.00
Residence 2 party flat rate.....	2.50	1.00
Residence 4 party flat rate.....	2.00	1.00
Residence extension .....	1.00	

*Rates Outside Exchange Base Rate Area.*

	Rate Per Month
Business 1 party within zone 1 mile beyond city limits.....	\$5.75
Business 1 party within zone 6 miles beyond city limits.....	9.50
Business 4 party within zone 6 miles beyond city limits.....	4.00
Business 4 party within zone 8 miles beyond city limits.....	5.00
Residence 4 party within zone 4 miles beyond city limits.....	2.50
Residence 4 party within zone 8 miles beyond city limits.....	2.75
Residence 4 party within zone 10 miles beyond city limits.....	3.25
Residence 4 party within zone 12 miles beyond city limits.....	3.50

## Residence, Non-Selective—

Residence, non-selective, within zone 15 miles beyond city limits.....	3.25
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For desk telephone instead of wall telephone add 25 cents to the above rates.

*Charges for Moves and Changes.*

Moving station from one location to another in same room .....	\$1.00
Moving station from one location to another in same building .....	2.00
Moving station from one building to another.....	3.00

*Season Rates.*

Season rates are based on service for a period of not less than three months, and are the regular monthly rates plus fifty per cent. thereof, with the privilege to the subscriber of changing the season contract to an annual contract upon notice. Where a season contract is changed to an annual contract, and the full annual contract rate has been paid, service will be rendered for the remainder of the year without further payment. Where the full season contract rate is paid at the time of the application for telephone the \$3.50 deposit required for installation shall not be exacted.

*Miscellaneous Rates.*

Rates for miscellaneous equipment and service in connection with either business or residence stations whether inside or outside exchange base rate area:

Class of Service—	Rate Per Month
Extension Gong .....	\$.50
Extension Bell .....	.25
Extra Listing in Directory.....	.50
Extra Line in Directory.....	.50



*Rules Affecting Rates and Service.*

1. All rates, other than season rates, are based upon annual contracts.
2. (a) Where a station installation is necessary to give service, a deposit of \$3.50 shall be required from all subscribers, which amount shall be forfeited to the Company in the event that the telephone is surrendered before the expiration of the term for which the subscriber contracts, but if telephone is retained during the full period contracted for, the deposit of \$3.50 shall then be returned to subscriber or credited to subscriber's account.  
(b) If the subscriber pays the full contract amount at time of application for service the deposit of \$3.50 required for installation shall not be exacted.  
(c) The deposit of \$3.50 shall not be required for any extension telephones.
3. Bills for service will be rendered monthly, and are payable in advance at the Company's office on or before the tenth day of the month.
4. Service will be suspended if bill is not paid on or before the 15th day of the current month, and if bill is not paid soon thereafter station equipment will be removed from the subscriber's premises and any deposit forfeited.
5. Rates quoted for points outside exchange base rate area take into consideration only place where service can be established without unusual expenditures for construction of new plant.
6. It is further ORDERED that the rates herein authorized shall become effective on the 1st day of January, A. D. 1921, and continue in effect until the further order of said Commissioners; and the said Company is hereby required to file its schedule of rates with said Commissioners in accordance herewith on or before said date.

December 18, 1920.

ORDER NO. 712,  
FILE NO. T-369.

IN THE MATTER OF THE APPLICATION OF EAST  
FLORIDA TELEPHONE COMPANY TO CHANGE  
AND INCREASE ITS TELEPHONE RATES IN  
DUNNELLON, FLORIDA.

On this day the said matter coming on for further and final consideration, and the said Commissioners being fully advised in the premises, do find from the evidence that the existing rates of the East Florida Telephone Company for its exchange at Dunnellon, Florida, are not sufficient to yield a fair and proper return.

ORDERED by the Railroad Commissioners of the State of Florida, that (conditioned on good and efficient service being rendered by said Company) the following schedule on rates for telephone service rendered by said Company at their Dunnellon Exchange be, and the same is hereby, authorized and prescribed, viz.:

Character of Service—	Rates Allowed
Business 1 party.....	\$3.25
Business extension .....	1.00
Residence 1 party.....	2.00
Residence extension .....	1.00
Desk equipment (in addition to regular rate).....	.25
Joint user .....	.50

*Charges for Moves and Changes.*

Moving stations from one location to another in the same room .....	1.00
Moving stations from one location to another in the same building .....	2.00
Moving stations from one building to another.....	3.00

*Deposit Requirement.*

A deposit of \$3.50 is required from each new subscriber to be forfeited in the event the subscriber surrenders telephone before the expiration of the term for which subscriber contracts, but in the event subscriber retains telephone connection for the period contracted for, the deposit of \$3.50 will be returned to said subscriber or credited to his account, three months being the minimum period for which contract for service will be executed, but no collection of rentals for more than one month shall be made in advance.

The above deposit is to be required only in cases where a telephone has to be installed, and does not apply where a telephone is already in place, nor does it apply to extensions. Where the full contract rate is paid at the time of the application for telephone, the deposit for installation shall not be required.

*Season Rates.*

Season rates are based on service for a period of not less than three months, and are the regular monthly rates plus fifty per cent. thereof, with the privilege to the subscriber of changing the season contract to an annual contract upon notice. Where a season contract is changed to an annual contract, and the full annual contract rate has been paid, service will be rendered for the remainder of the year without further payment. Where the full season contract rate is paid at the time of the application for telephone, the deposit requirement for installation will not apply.

It is further ORDERED that the rates herein authorized shall become effective on the 1st day of January, 1921, and to continue in effect until the further order of said Commissioners, and the said Company is hereby re-

quired to file its schedule of rates with said Commissioners in accordance herewith on or before said date.

December 23, 1920.

ORDER NO. 713,  
FILE NO. 4155.

IN THE MATTER OF THE APPLICATION OF GEORGIA, FLORIDA & ALABAMA RAILWAY COMPANY TO DISCONTINUE ITS AGENCY AT HINSON, FLORIDA.

On this day the said matter coming on for further and final consideration, and the said Commissioners being fully advised in the premises, do find from the evidence that the Georgia, Florida & Alabama Railway Company's agency at Hinson, Florida, is being maintained at a loss to said Company, and that said Company should be granted permission to discontinue said agency.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commissioners of the State of Florida, that the Georgia, Florida & Alabam Railway Company be, and it is hereby, authorized to discontinue its agency at Hinson, Florida, effective January 1st, 1921.

December 23, 1920.

ORDER NO. 714,  
FILE NO. 4156.

IN THE MATTER OF THE APPLICATION OF GEORGIA, FLORIDA & ALABAMA RAILWAY COMPANY TO DISCONTINUE PASSENGER TRAINS NOS. 107 AND 108 BETWEEN QUINCY AND HAVANA, FLORIDA.

On this day the said matter coming on for further and final consideration, and the said Commissioners being fully advised in the premises, do find from the evidence



that passenger trains Nos. 107 and 108, operated by the Georgia, Florida & Alabama Railway Company, between Quincy and Havana, Florida, are being operated at a loss to said Company, and that said Company should be granted permission to discontinue said trains, there remaining sufficient passenger service between said points to accommodate the travel.

ORDERED by the Railroad Commissioners of the State of Florida, that the Georgia, Florida & Alabama Railway Company be, and it is hereby authorized to discontinue operation of its passenger trains Nos. 107 and 108, between Quincy and Havana, Florida, effective January 1, 1921.

December 23, 1920.

ORDER NO. 715,

FILE NO. T-367.

IN THE MATTER OF THE APPLICATION OF GULF  
TELEPHONE & TELEGRAPH COMPANY TO  
CHANGE AND INCREASE ITS TELEPHONE  
RATES IN MILTON, FLORIDA, AND VICINITY.

On this date the said matter coming on for further and final consideration, and the said Commissioners being fully advised in the premises, do find from the evidence submitted that the rates of the Gulf Telephone & Telegraph Company at Milton, Florida, are not sufficient to yield a fair and proper return upon the investment.

ORDERED by the Railroad Commissioners of the State of Florida, that the following schedule of rates for telephone service at Milton, Florida, and vicinity by the Gulf Telephone & Telegraph Company be, and the same is hereby, allowed, prescribed and required to be used and observed, viz.:

*Exchange Base Rate Area (Corporate Limits), Milton,  
Florida—Inside Exchange Area.*

Character of Service—	Rate Allowed Per Month
Business 1 party.....	\$3.50
Business 2 party.....	2.50
Business extension .....	1.00
Residence 1 party.....	2.50
Residence 2 party.....	2.00
Residence extension .....	1.00
Joint user business.....	1.50
Joint user residence.....	1.00
Desk equipment (in addition to regular rate).....	.25

*Farmer Line Service.*

Flat rate service is furnished at a rate for each station of one-sixth of the rate applicable for individual line business service within the base rate area. If there are less than six stations connected to one line the rate for each station is the rate for six stations divided by the number of stations connected to the line; if there are more than six stations the rate for each station is the rate for the individual business service within the base rate area divided by the number of stations connected to the line.

*Outside Exchange Area.*

Exchange rate plus 42c per  $\frac{1}{4}$  mile or fraction thereof, to be prorated between stations on line. Mileage to be computed on air line measurements.

Toll rate from Milton to Pensacola.....25c

*Charges for Moves and Changes.*

Moving stations from one location to another in the same room .....	\$1.00
Moving stations from one location to another in the same building .....	2.00
Moving stations from one building to another.....	3.00

*Deposit Requirement.*

A deposit of \$3.50 is required from each new subscriber to be forfeited in the event the subscriber surrenders telephone before the expiration of the term for which subscriber contracts, but in the event subscriber retains telephone connection for the period contracted for the deposit of \$3.50 will be returned to said subscriber or credited to his account, three months being the minimum period for which contract for service will be executed, but no collection of rentals for more than one month shall be made in advance.

The above deposit is to be required only in cases where a telephone has to be installed, and does not apply where a telephone is already in place, nor does it apply to extensions. Where the full contract rate is paid at the time of the application for telephone, the deposit for installation shall not be required.

*Season Rates.*

Season rates are based on service for a period of not less than three months, and are the regular monthly rates plus fifty per cent. thereof, with the privilege to the subscriber of changing the season contract to an annual contract upon notice. Where a season contract is changed to an annual contract, and the full annual contract rate has been paid, service will be required for the remainder of the year without further payment. Where

the full season contract rate is paid at the time of the application for telephone, the deposit requirement for installation will not apply.

It is further ORDERED that the rates hereby prescribed shall become effective on and after the 1st day of February, 1921, and the Gulf Telephone & Telegraph Company is hereby required to file its schedule of rates with the Commission in accordance herewith on or before said date.

January 13, 1921.

ORDER NO. 716,

FILE NO. 4158.

IN THE MATTER OF THE APPLICATION OF THE  
GEORGIA, FLORIDA & ALABAMA RAILWAY  
COMPANY TO DISCONTINUE OPERATION OF,  
IN THE STATE OF FLORIDA, TRAINS NOS. 3  
AND 4, OPERATING BETWEEN RICHLAND,  
GEORGIA, AND TALLAHASSEE, FLORIDA.

After taking the evidence and hearing all who desired to be heard, and the said Commissioners being fully advised in the premises, do find from the evidence that they ought to make an order permitting the Georgia, Florida & Alabama Railway Company to discontinue operation in the State of Florida of its passenger trains Nos. 3 and 4, operating between Richland, Georgia, and Tallahassee, Florida.

ORDERED that said Georgia, Florida & Alabama Railway Company be, and it is hereby, authorized to discontinue operation in the State of Florida of its passenger trains Nos. 3 and 4, operating between Richland, Georgia, and Tallahassee, Florida, effective at 12:01 A. M., February 1, 1921.

January 27, 1921.



ORDER NO. 717,  
FILE NO. 4160.

IN THE MATTER OF ESTABLISHING AND MAINTAINING A LANDING OR WHARF BY THE CLYDE STEAMSHIP COMPANY AT BLUE SPRINGS, FLORIDA.

After taking evidence and hearing all who desired to be heard, and the said Commissioners being fully advised in the premises, do find from the evidence that they would not be justified in entering an order requiring the Clyde Steamship Company to establish and maintain a wharf or landing on the St. Johns River at Blue Springs, Florida, for the handling and care of passengers and freight.

ORDERED that the petition of the complainants be dismissed.

February 5, 1921.

ORDER NO. 718,  
FILE NO. T-355.

IN THE MATTER OF REQUIRING IMPROVEMENTS TO BE MADE IN THE TELEPHONE PLANT OF THE APOPKA TELEPHONE COMPANY AT APOPKA, FLORIDA.

On this day the said matter coming on for further and final consideration before said Railroad Commissioners in regular session at their office in the city of Tallahassee, Florida, and the said Commissioners being fully advised in the premises, do find from the evidence adduced before them at said hearing that the telephone plant of the said Apopka Telephone Company at Apopka, Florida, is in bad condition, and the service it is undertaking to render to the public is inadequate and unsatisfactory,

and that improvements to said plant must be made in order to promote the convenience of the public and to make efficient the service said Company has undertaken to render the public as a public utility.

The said Commisisoners further find from the said evidence that the following improvements must be made to said telephone plant, to-wit:

- (a) Replace all rusty wires.
- (b) Install booth for public pay station in central office.
- (c) Install one repeating coil to be used on toll line connections.
- (d) Provide extra telephone set for operator.
- (c) Furnish operator with written or printed instructions on local and toll operating methods.
- (f) Make all lines within the exchange area metallic circuits.

And the said Commissioners further find from said evidence that said improvements can be reasonably made within ninety days.

ORDERED, that the Apopka Telephone Company at Apopka, Florida, be, and it is hereby, ordered, directed and required to make and install the above mentioned and enumerated repairs and improvements to its telephone plant at Apopka, Florida, and to complete said improvements and repairs within ninety days from the date of this order.

It is further ORDERED that said Apopka Telephone Company perform and make said improvements herein found necessary and herein required in a proper, workmanlike manner.

February 11, 1921.

ORDER NO. 719,  
FILE NO. T-355.

IN THE MATTER OF THE ADDITIONAL CHARGE  
OF 75c MADE BY THE LEESBURG TELEPHONE  
COMPANY FOR COMMON BATTERY TELE-  
PHONE SERVICE INSIDE EXCHANGE AREA AT  
LEESBURG, FLORIDA.

On this day the said matter coming on for further and final consideration before said Commissioners in regular session at their office in the city of Tallahassee, Florida, and said Commissioners being fully advised in the premises, do find from the evidence adduced before them at said hearing that the extra charge of 75c in excess of the regularly prescribed rate made by said Company to certain of its subscribers at Leesburg, Florida, or any other charge for common battery or "crankless" telephone service inside its exchange area at Leesburg, Florida, is unjust, unreasonable and not justified.

ORDERED that the said Leesburg Telephone Company immediately cease and desist making the extra or additional charge of 75c per month, or any other charge for common battery or "crankless" telephone service at Leesburg, Florida, and that said Company observe as its maximum telephone rates and charges at Leesburg, Florida, the schedule of rates prescribed by the Railroad Commisisoners of the State of Florida in their certain Order No. 665, File No. T-355, dated December 10, 1919, made and entered in the matter of the application of the Leesburg Telephone Company to increase its telephone rates at Leesburg, Florida.

It is further ORDERED that this order shall become effective on the date thereof.

February 11, 1921.

ORDER NO. 720,  
FILE NO. 3796.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF PHYSICAL CONNECTIONS  
BETWEEN THE ATLANTIC COAST LINE RAIL-  
ROAD COMPANY AND THE SEABOARD AIR  
LINE RAILWAY COMPANY AT BARTOW, FLOR-  
IDA.

On this day the said matter coming on for further and final consideration before said Railroad Commissioners in regular session at their offices in the city of Tallahassee, Florida, and said Commissioners being fully advised in the premises, do find from the evidence regularly adduced before them at said hearing, that they ought to require the Atlantic Coast Line Railroad Company and the Seaboard Airline Railway Company, as railroad common carriers of the same gauge serving Bartow, Florida, to make physical connection with each other's railroad lines at Bartow, Florida.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commissioners of the State of Florida, that the said Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway Company be, and they are hereby, required, ordered and directed to jointly construct such switches, side tracks and connections at Bartow, Florida, as will enable them to transport cars to and from each other's lines at said point.

It is further ORDERED that the physical connection herein directed to be made at Bartow, Florida, by said railroad shall be completed by the 1st day of September, 1921.

February 25, 1921.



ORDER NO. 721,  
FILE NO. 3734.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF PHYSICAL CONNECTION  
BETWEEN THE LINE OF THE ATLANTIC  
COAST LINE RAILROAD COMPANY AND PRI-  
VATE SIDE TRACK LEADING TO THE FLORIDA  
STATE HOSPITAL FOR THE INSANE AT RIVER  
JUNCTION, FLORIDA.

On this day the said matter coming on for further and final consideration before said Commissioners in regular session at their office in the city of Tallahassee, Florida, and said Commissioners being fully advised in the premises, do find from the evidence adduced before them at said hearing held on the 20th day of December, 1920, that they ought to require the said Railroad Company to make a physical connection of its line of railroad at River Junction, Florida, with the private side track of the State of Florida, leading to the Florida State Hospital for the Insane within the yard limits of said River Junction, and that the expense of making said physical connection should be borne as follows:

- (a) Cost of cross-ties and grading to be paid by the State of Florida.
- (b) All other cost incident to making said connection to be paid by the Atlantic Coast Line Railroad Company.

Wherefore, it is CONSIDERED, ORDERED AND ADJUDGED by said Railroad Commissioners that the Atlantic Coast Line Railroad Company be, and the same is hereby, required, directed and ordered to make a physical connection of its line of railroad at River Junction, Florida, with the private side track of the State of Flor-

ida, leading to the Florida State Hospital for the Insane within the yard limits of River Junction, Florida.

It is further ORDERED that the expense of furnishing cross-ties sufficient for said connection and the expense of grading shall be borne by the state of Florida, and that all other cost and expense incident to the establishment of said physical connection shall be borne by the said Atlantic Coast Line Railroad Company.

It is further ORDERED that the physical connection herein directed to be made of said railroad shall be completed within thirty days from the date of this order.

February 25, 1921.

ORDER NO. 722,  
FILE NO. T-373.

BEFORE THE RAILROAD COMMISSIONERS OF  
THE STATE OF FLORIDA.

IN THE MATTER OF INCREASED TELEPHONE  
RATES FOR THE MARIANNA EXCHANGE OF  
THE MARIANNA TELEPHONE & TELEGRAPH  
COMPANY.

On the 25th day of February, 1921, the Marianna Telephone & Telegraph Company filed a petition with the Railroad Commissioners of the State of Florida setting forth that it had, on the 25th day of February, 1921, acquired the properties of the Marianna Telephone Exchange at Marianna, Florida; that in order to render good and efficient telephone service at Marianna it becomes necessary to make certain improvements in said plant as follows:

- (a) To secure new and adequate quarters.
- (b) To install one 600 line common battery central energy telephone switchboard, with 400 lines completed, and the usual necessary main frames,

storage batteries, charging apparatus and other used and useful central office equipment.

- (c) To dismantle the present outside plant and construct in lieu thereof a modern 100% cable plant, terminating 400 lines in cable to central office.
- (d) To install in standard manner sub-station equipment to consist of 300 common battery sets.
- (e) To employ a capable and experienced manager, and capable and experienced linemen and operators.

Said petition prays that said Commissioners prescribe such rates for the said Marianna Exchange as would yield a fair and proper return to the owners of the properties and to justify such improvements.

And now on this day the said matter coming on for consideration, and it appearing to said Commissioners that the service connection condition at the Marianna Exchange has for a long time past been inadequate and unsatisfactory to subscribers; that the contemplated improvements hereinbefore named are necessary in order that said exchange may render good and satisfactory service to the people of Marianna, and that the people of Marianna have petitioned said Railroad Commissioners to prescribe a proper and reasonable rate for telephone service at Marianna, so as to justify said improvements to be made, and that the owners of said properties may earn a fair and reasonable return upon their investment.

Wherefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commissioners of the State of Florida, that the following schedule of maximum rates for telephone service furnished by said Marianna Telephone & Telegraph Company at Marianna, Florida, be and is hereby authorized, to-wit:

	Per Month
Unlimited Special Line Business Station.....	\$4.00
Unlimited Duplex Line Business Station.....	3.50
Special Line, Inward Service.....	3.00
Extension Business Station.....	1.50
Unlimited Special Line Residence Station.....	3.00
Unlimited Duplex Line Residence Station.....	2.50
Extension Residence Station.....	.75
Joint User Business.....	1.50
Joint User Residence.....	1.00

Desk Stands, 25c per month extra.

\$20.00 per mile per annum for special line service furnished beyond 1 mile radius on exchange basis.

#### *Farmer Line Service.*

Flat rate service is furnished at a rate for each station of one-sixth of the rate applicable for individual line business service within the base rate area. If there are less than six stations connected to one line, the rate for each station is the rate for six stations divided by the number of stations connected to the line; if there are more than six stations, the rate for each station is the rate for the individual business service within the base rate area divided by the number of stations connected to the line.

#### *Charges for Moves and Changes.*

Moving stations from one location to another in the same room .....	\$1.00
Moving stations from one location to another in the same building .....	2.00
Moving stations from one building to another.....	3.00



*Deposit Requirement.*

A deposit of \$3.50 is required from each new subscriber to be forfeited in the event the subscriber surrenders telephone before the expiration of the term for which subscriber contracts, but in the event subscriber retains telephone connection for the period contracted for, the deposit of \$3.50 will be returned to said subscriber or credited to his account, three months being the minimum period for which contract for service will be executed, but no collection of rentals for more than one month shall be made in advance.

The above deposit is to be required only in cases where a telephone has to be installed, and does not apply where a telephone is already in place, nor does it apply to extensions. Where the full contract rate is paid at the time of the application for telephone, the deposit for installation shall not be required.

*Season Rates.*

Season rates are based on service for a period of not less than three months, and are the regular monthly rates plus fifty per cent. thereof, with the privilege to the subscriber of changing the season contract to an annual contract upon notice. Where a season contract is changed to an annual contract, and the full annual contract rate has been paid, service will be rendered for the remainder of the year without further payment. Where the full season contract rate is paid at the time of the application for telephone, the deposit requirement for installation will not apply.

It is further ORDERED that the rates and charges hereby authorized are prescribed upon the condition that the above enumerated improvements in the telephone plant at Marianna are to be made within twelve months from the 1st day of March, 1921.

It is further ORDERED that the rates and charges hereby authorized and prescribed shall become effective on the 1st day of March, 1921, the said Marianna Telephone & Telegraph Company having filed with said Commissioners its agreement to make and complete all of the above enumerated improvements in said telephone plant within a period of twelve months from the 1st day of March, 1921.

It is further ORDERED that the said Marianna Telephone & Telegraph Company shall file its said revised schedule of rates and charges, herein conditionally authorized, with this Commission within ten days after the effective date hereof.

It is further ORDERED that this docket shall remain open for such further and other order in the premises as may be justified, jurisdiction being retained for that purpose.

February 28, 1921.

## **RULES AND REGULATIONS**

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**For the Government of the Transportation of  
Persons and Property by Common Car-  
riers in Florida, as Revised  
to Date.**

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**RAILROAD COMMISSION, STATE OF FLORIDA.**

**TALLAHASSEE, FLA., MARCH 1, 1921.**

The following Rules and Regulations are prescribed for the government of the transportation of persons and property by the railroad companies and common carriers doing business wholly or in part within the State of Florida, all others conflicting herewith being hereby repealed.

**R. HUDSON BURR, *Chairman,*  
NEWTON A. BLITCH,  
A. S. WELLS,**  
*Commissioners.*

**LEWIS G. THOMPSON, *Secretary.***

## SECTION 1—GENERAL RULES

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### COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

### MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, the branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the constructions of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the general manager (if there be one) or by superintendent or other principal officer in charge, and the treasurer or auditor; the an-



nual reports to be verified by the affidavits of the president, superintendent or general manager, and auditor or treasurer.

### SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, draw-backs or other advantages in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

### POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place and keep the same continually posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, a copy of the said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

### RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

## BASIS OF COMPUTING RATES.

As Amended, Effective April 1, 1917, by Order No. 548.

6. When any shipment is tendered to any common carrier for movement from one point in this State to another point in this State, without shipping instructions, such shipment may be forwarded to its destination by any available route, and any route lying wholly within this State, or from one point to another point within this State over the high seas by which the initial movement of such shipment can be made over the line of such receiving carrier, and by which such shipment will be delivered safely and promptly, will be deemed available; but in any such case the total charges for such shipment shall not exceed the charges applicable by the available route over which the lowest charges for transportation apply. This rule shall not be construed to prohibit the receiving carrier from forwarding such shipment by a route other than one lying wholly within this State, provided the shipment can thereby be promptly and safely delivered; and provided further, that the charges for such shipment by way of such route not lying wholly within this State shall not exceed the charges by the route lying wholly within this State over which the lowest charges for the transportation apply.

## INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida, advance or increase any special rate or other rates, demurrage charges, storage or wharfage charges without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

### BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

### TRAFFIC ARRANGEMENT, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies, as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

### RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

### RULES, HOW NOT TO BE CONSTRUED.

11. Whenever, in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such requirements shall not be construed to be so absolute, as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

### RAILROADS MUST REPORT WRECKS.

12. Every railroad company shall report to the Railroad Commissioners immediately by telegram, any wreck, either of passenger or freight train, that may occur on its line in this State, giving as nearly as possible the cause of the wreck, the extent of the damage to the equipment and the track, and the number of persons killed or wounded; and such telegram shall be followed with a full written statement, made within five days thereafter, giving full details of the above matters, and the names and addresses of the persons killed or wounded, whether employes, or others.

All other accidents, wrecks, derailments and explosions which occur on the line of any common carrier shall be reported by such carrier within five days after the occurrence, and such report shall contain a full written statement, giving the full details of the cause of the wreck, the extent of damage to equipment and track, and the number of persons killed or wounded.

This rule shall not apply to simple derailments of freight cars or yard engines when switching or shifting in yards, except when some person is killed or injured in which case a report shall be made as in other cases.

### CARRIERS SHALL POST NOTICE OF REGULATIONS

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulations of their business as the Railroad Commissioners may direct.

### CARRIERS MUST REPORT FREE PASSES.

14. Every common carrier shall report on or before the 15th day of each calendar month a certified list showing for the calendar month last preceding all passes,



tickets or mileage books issued free, or for other than actual *bona fide* money consideration at full established rates, together with the names of the recipients thereof, the reasons for issuing the same, the points of origin and destination, and the amounts received therefor, or the consideration thereof.

#### CARRIERS SHALL MAKE REFUND OF OVER- CHARGES.

15. Every charge for transportation made by any common carrier in excess of the rates or fares prescribed by the Railroad Commissioners for such services, including overcharges due to misrouting by the carrier, will be deemed and treated as a violation or disregard of such prescribed rates, or of the schedule, ruling or regulation fixing such rates or fares, unless within three months after the collection by the carrier of such excessive charge, the carrier shall refund the excessive amount so collected, whether a claim be made for such amount or not. Demanding excessive charges and refusing to deliver freight until the same shall be paid will be likewise construed. This rule shall not apply to those cases where, for any reason, an examination of the records of the carrier fails to reveal the fact that the excessive charge has been made.

## SECTION 2—RULES GOVERNING THE TRANSPORTATION OF PASSENGERS

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### BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

### LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

### MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

### COMPUTATIONS OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in  $2\frac{1}{2}$  or over may be counted as 5, and sums less than  $2\frac{1}{2}$  as 0. For example, for  $42\frac{1}{2}$  cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

### FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger

tickets, or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

#### POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

## COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

8. Rescinded.

## RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.



## RAILROADS SHALL OPERATE A SUFFICIENT NUMBER OF COACHES.

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

## COACHES MUST BE HEATED, LIGHTED, ETC.

11. All railroads and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

(1) To heat them whenever necessary for the comfort of the passengers.

(2) To light them sufficiently after dark.

(3) To keep in each of such coaches a sufficient supply of good drinking water for the passengers, and to keep each of such coaches supplied with suitable and serviceable sanitary or sterilized drinking cups, which shall be placed or kept so as to be at all times easily accessible to passengers, and which may be supplied from dispensing or vending machines or otherwise, and said cups may be furnished free or, at the option of the carrier, a charge of not exceeding one cent for each cup may be made by the railroad companies whose duty it is made to supply the same.

(4) To keep them in a clean and sanitary condition.

(5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers when the berths are not made up in the section, to one-half of the section; but the sale of a day seat shall entitle the passenger to but

one seat in a section. It is hereby made the special duty of all train conductors and of all sleeping car and chair car conductors, in their respective cars, to enforce this fifth paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

#### RAILROADS CANNOT DISCONTINUE PASSENGER TRAINS WITHOUT PERMISSION.

12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may, in their discretion, shorten the time of application for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions such as fairs carnivals, conventions, excursions and the like.

#### TRAINS CARRYING PASSENGERS MUST STOP AT REGULAR STOPS.

13. Trains carrying passengers must stop at regular stations where they are scheduled to stop and must stop on flag at flag stations where they are scheduled to stop.

## **SECTION 3—RULES GOVERNING THE TRANSPORTATION OF FREIGHT**

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### **CONNECTING RAILROADS UNDER SAME MANAGEMENT**

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

#### **MAXIMUM RATES MAY BE REDUCED.**

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates which shall not be transcended. They may, however, carry at less than the rates allowed and adopted, provided that if they carry for less for one person they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction

of the same per cent. at all stations along the line of road, so as to make no unjust discriminations as against any person or locality. But when, at any point within this State, there are competing lines of transportation, any railroad company injuriously affected thereby may, at such connecting point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, droughts, storms or other exigencies.

#### NO COMMON CARRIER SHALL REFUSE TO ACT AS SUCH.

3. No common carrier shall decline or refuse to act as such to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule. This term common carrier is used in this rule in the sense defined in the Statutes of the State of Florida relating to the Railroad Commissioners, and this rule is to be construed as applying to common carriers under the jurisdiction of the Railroad Commissioners.

#### COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded,



and any of one-half cent or over may be counted as one cent.

#### RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes, and in separate packages, the charges shall be computed at the actual weight of each package at the class or commodity rate to which it belongs, provided the aggregate charge on the shipment shall not be less than twenty-five cents.

If a package contains articles in two or more classes, the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

#### FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

7. Rescinded.

#### SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads, unless otherwise provided by special agreement.

### CHARGES FOR HANDLING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

- Under 2,000 pounds, no charge for extra handling.
- 2,000 pounds and under 3,000, \$.300 for extra handling.
- 3,000 pounds and under 4,000, \$.5.00 for extra handling.
- 4,000 pounds and under 5,000, \$.7.00 for extra handling.
- 5,000 pounds and under 6,000, \$.8.00 for extra handling.
- 6,000 pounds and under 7,000, \$.10.00 for extra handling.
- Over 7,000 pounds, subject to special contract.

### CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articles, all of which are in the same class, are shipped at one time by one consignor to one consignee and one destination, in carloads, such car or cars shall be taken at the carload rate per 100 pounds and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for if in excess of such carload minimum. When, however, articles shipped as above are in classes N. O. or P., the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may, in fact, be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

#### FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cotton seed, fish scraps, guano, superphosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake, potash, fine ground plaster, salt cake, saltpetre, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

#### L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods, nor shall the charge for a car fully loaded exceed the charge for the same property if taken at a less than carload shipment.

#### ESTIMATED WEIGHTS.

13. All articles will be charged at Gross Weight, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight, such estimated weight will apply. When the actual weight of the articles named below *can not be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:

Article	Weight Pounds
Cement, Portland, per bbl. ....	400
Cement, except Portland, per bbl. ....	300
Clay, per cubic yard .....	3,000
Coal, per bushel .....	80
Coke, per bushel .....	40
Gravel, per cubic yard .....	3,200
Laths, green, per 1,000 .....	700
Laths, seasoned, per 1,000 .....	550
Lime, Rockland, per bbl. ....	230
Lime, other than Rockland, per bbl. ....	210
Lime, per bushel .....	80
Lumber, ash or black walnut, green, per 1,000 feet..	4,500
Lumber, ash or black walnut, seasoned, per 1,000 ft.	4,000
Lumber, elm, hickory or oak, green, per 1,000 ft. ...	6,000
Lumber, elm, hickory or oak, seasoned, per 1,000 ft.	4,500
Lumber, white pine or poplar, green, per 1,000 ft..	4,000
Lumber, white pine or poplar, seasoned, per 1,000 ft.	3,000
Lumber, yellow pine, rough :	
Boards under 2-in., green, per 1,000 ft. ....	5,500
Boards under 2-in., seasoned, per 1,000 ft. ....	4,250
Framing, 2x4 to 4x8, green, per 1,000 ft. ....	5,000
Framing, 2x4 to 4x8, seasoned, per 1,000 ft. ....	4,000
Timbers, 6x6 and up, green, per 1,000 ft. ....	4,500
Lumber, dressed, per 1,000 ft., cypress, gum, poplar and yellow pine, viz :	
Bevel siding, from 1-in. stock, seasoned.....	1,100
Bevel siding, from 5.4-in. stock, seasoned .....	1,500
Ceiling, 5-16-in. net, 3¼-in. face, seasoned .....	1,100
Ceiling, 7-16-in. net, 3¾-in. face, seasoned .....	1,400
Ceiling, 9-16-in. net, 3¼-in. face, seasoned .....	1,600
Ceiling, 11-16-in. net, 3¼-in. face, seasoned .....	2,000
Ceiling or partition, 5/8-in. net, seasoned .....	1,700
Ceiling or partition, ¾-in. net, seasoned .....	2,100
Drop siding, seasoned .....	2,250



Finish, 1x4-in. and up, dressed 4 sides, seasoned..	2,850
Flooring, 13-16-in. and 2 $\frac{1}{4}$ and 3 $\frac{1}{4}$ face, seasoned..	2,250
Flooring, 13-16-in., 2 $\frac{1}{2}$ , 3 $\frac{1}{2}$ and 5 $\frac{1}{4}$ face, seasoned	2,400
N. O. S., seasoned .....	3,000
N. O. S., green .....	4,000
Lumber, N. O. S., green, per 1,000 ft. ....	6,000
Lumber, N. O. S., seasoned, per 1,000 ft. ....	4,000
Sand, per cubic yard .....	3,000
Shingles, green, per 1,000 .....	550
Shingles, seasoned, per 1,000 .....	450
Staves, heading or hoop poles, green, car loaded to depth of 43 inches, per car .....	30,000
Staves, heading or hoop poles, seasoned, car loaded to depth of 50 inches, per car .....	30,000
Stone, not dressed, per cubic foot .....	160
Tan Bark, green, per cord .....	2,600
Tan Bark, seasoned, per cord .....	2,000
Telegraph Poles, fence posts or rails, per cord....	3,500
Turpentine, in barrels, per bbl. ....	432
Wood, green, per cord .....	3,500
Wood, seasoned, per cord .....	3,000

#### ARTICLES TOO LONG OR TOO BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

CHARGES FOR SWITCHING OR TRANSFERRING  
CARS WHEN PASSING OVER TWO OR  
MORE ROADS.

15. A charge of not more than \$2.00 per car without regard to its weight or contents, will be allowed, except to the railroad having the line haul of the same, for transporting, switching or transferring a loaded car from any point on any railroad to a connecting railroad or to any warehouse, side track or other point within the switching limits of the place; and no railroad shall decline or refuse to transport, switch or transfer any such car or to receive it from any connecting railroad for such purposes. The switching limits of any place, within the meaning of this rule, shall be the switching limits usually operated there, but in no case less than three miles. No railroad shall reduce any of its switching limits without first obtaining the approval of the Railroad Commissioners.

When in the transfer switching of transportation of a car between such points it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of \$2.00 shall be equitably divided between the railroads at interest, excluding that having the line haul.

When a charge is made for the transfer, switching or transportation of a loaded car between such points no additional charge shall be made for the accompanying movement of the empty car in the opposite direction. No charge whatever shall be made by a railroad having the line haul for placing, for loading, an empty car at any warehouse or other point on its own line or side track, or for switching the loaded car to or from the same either for delivery or for transportation.

Provided, That this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

#### CHARGES FOR SWITCHING LUMBER.

15-A. The charge for switching cars of rough lumber consigned to and arriving at the city of Jacksonville from points in this State to any planing mill in the Jacksonville yards, and thence, after lumber is dressed, to any point in the same yards, shall not be more than \$2.00 per car; provided, that when the said switching movement is over the tracks of more than one railroad, a charge of not more than \$3.00 may be made. This rule shall not be interpreted as rescinding or modifying Rule 15, except as herein specifically provided.

#### DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery, without delay, to any connecting road of the same gauge, all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

#### RIGHT OF SHIPPER TO ROUTE FREIGHT.

17. The right of the shipper to direct by what route or routes his shipments shall be transported within the State of Florida shall be observed by all common carriers under the jurisdiction of the Railroad Commissioners of Florida. When shipments are routed by the shippers, the rates applying by the routing specified may be used by the carrier.

### LOWEST RATE TO BE CHARGED.

18. Whenever there is a conflict between class and commodity rates, or between mileage rates and commodity rates, for the transportation of freight between any two points in Florida, the lowest rate in effect shall be charged.

### JOINT RATES.

As Amended, Effective April 1, 1917, by Order No. 548.

19. On intrastate shipments of freight passing over two or more lines, and not governed by Rule 1, no common carrier which is a party to the haul shall charge or receive for its services in connection with such shipment more than its maximum rate for the distance hauled by it, less 10 per cent, when the entire haul is over two lines, nor more than its maximum rate, less 20 per cent., when the entire haul is over three or more lines, nor in any instance more than the published rate applicable for the same movement when handled as a one-line haul, but any such rate collected or received by any such common carrier, as above prescribed, may be divided among themselves by the parties to any such rate in such proportion as may be agreed upon by them.

### SETTLEMENT OF CLAIMS FOR OVERCHARGES.

20. All overcharges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt) by the consignee or person paying the freight.

Whenever an overcharge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.



If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.


This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the traffic manager or general freight agent of the company.

### FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

### DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or



articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

#### EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars, in accordance with the provisions of said Act, shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

#### ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established, or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed or suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, that this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established, for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida to file in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future.

#### OVERLOADING CARS.

As Amended Effective Feb. 4, 1918, by Order No. 585.

"25. When any car of lumber or other forest products is loaded in excess of 110% of its marked carrying capacity the excess may be charged for at double the lumber or other forest products rate, as the case may be; but any railroad company may refuse to transport any car of lumber or other forest products loaded in excess of 110% of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport such excess at the regular lumber or forest products rate."

**OFFICE HOURS.**

26. At all of their agencies in Florida railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignee (Sundays and legal holidays excepted) between the hours of 7 o'clock a. m. and 5 o'clock p. m.; provided, that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner.

**RATES ROADS MUST PAY OTHER ROADS FOR  
USE OF CARS.**

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies twenty-five cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and reclaim are maximum amounts and may be reduced by agreement between railroads, but all such agreements must, under Section 2907 of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.



## TRANSFERRING CARLOAD SHIPMENTS TO OTHER CARS IN TRANSIT.

28. Whenever any railroad transporting a carload shipment consigned to a non-agency station shall reload said shipment into another car, either on its own line or at a junction with another line of railroad, it must on the same day mail a notice to both the consignor and the consignee, stating the initials and numbers of the car into which the shipment has been transferred, as well as of the car from which the transfer was made.

Such reloading must not take place except under circumstances which would legally justify it.

## SECTION 4 — RULES AND REGULATIONS GOVERNING THE TRANSPORTA- TION OF LIVE STOCK

### ESTIMATED WEIGHTS.

1. The weights given below are estimated weights, and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second class at owner's risk.)

### LIVE STOCK, LESS THAN CARLOADS, WILL BE TAKEN AT THE FOLLOWING ESTI- MATED WEIGHTS.

One horse, mule or horned animal, except as specified below .....	2,000 pounds
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee .....	3,500 pounds
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee .....	1,000 pounds
Stallions, jacks and bulls, each .....	3,000 pounds
Each cow and calf together, not crated....	2,500 pounds
Each mare and foal, together.....	2,500 pounds
Shetland ponies, any age, not crated.....	1,000 pounds
Yearling cattle, except bulls, not crated each .....	1,000 pounds
Colts, under one year old, except stallions, not crated .....	1,000 pounds

Calves, under one year old, not crated . . . .	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than . . . . .	100 pounds
Sheep, crated, each, actual weight, but not less than . . . . .	100 pounds
Lambs, crated, each, actual weight, but not less than . . . . .	100 pounds
Hogs, crated, each, actual weight, but not less than . . . . .	100 pounds
Pigs, crated, each, actual weight, but not less than . . . . .	100 pounds
Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.	

Goats, same as sheep.

Kids, same as lambs.

Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than . . . . .	100 pounds
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In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

#### MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	Each
Horses and mules, not over . . . . .	\$ 75.00
Horned cattle, not over . . . . .	30.00
Stallions, jacks and bulls, not over . . . . .	150.00
Lambs, calves, hogs or sheep, not over . . . . .	5.00
Mare and colt, together, not over . . . . .	100.00
Cow and calf, together, not over . . . . .	35.00

For every increase of 100 per cent. or fraction thereof in valuation, there shall be an increase of 50 per cent. in rates.

## MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier, a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

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## DEMURRAGE RULES

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The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following demurrage rules:

### RULE I.

#### FREIGHT SUBJECT TO CAR SERVICE CHARGES.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery, will be subject to car service regulations.



## RULE II.

## NOTICE TO CONSIGNEE.

Railroad companies shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed, if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall in any case be allowed unless legal notice of the arrival of the goods has been given to the owner or consignee thereof by the railroad company.

## RULE III.

As Amended June 15, 1917.

## LEGAL NOTICE.

"Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends forty-eight (48) hours from the time of notification, not including Sundays or legal holidays. Constructive notice referred to consists of posting notice by mail to consignee. Where this mode of giving notice is adopted, there shall be twenty-four (24) hours' additional free time to be added to the forty-eight (48) hours, to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither

he, his agents nor employees, have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given."

#### RULE IV.

As Amended June 15, 1917.

##### PER DIEM CHARGE.

A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within forty-eight (48) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick and dressed lumber (in box cars), seventy-two (72) hours will be allowed for unloading. It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be charged with delay caused thereby; provided, further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said car in excess of three shall not be liable to demurrage by any railroad company until after the expiration of seventy-two (72) hours. Any fraction of a day shall be considered a day.

## RULE V.

## GOODS CONSIGNED TO ORDER OF SHIPPER.

When consignors ship goods consigned to themselves, it shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

## RULE VI.

## REFUSAL TO ACCEPT SHIPMENTS.

When the consignee shall refuse, or for a period of ten days after notice, as provided for in Rule III, fail to accept freight tendered in pursuance of the bill of lading, the carrier charged with the delivery shall give or send the consignor legal notice of such refusal or failure, unless the consignee has signified in writing his acceptance of the property; and the consignor shall thenceforth become liable to such carrier for the demurrage then due and which may accrue thereafter upon the car or cars in which the goods are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who refuse or neglect, after notice of arrival, to remove freight of like character from the cars of the carrier. No demurrage charges, however, shall be allowed after the expiration of the period of ten days from date of legal notice to the consignee until the consignor shall have been notified of refusal or failure on the part of consignee to accept the freight.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would otherwise have accrued.

## RULE VII.

### CARS FOR DELIVERY ON TEAM TRACKS OR PRIVATE SIDINGS.

Section 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges; Provided, The railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery, therefore, impracticable, detention is to be computed from time of notification.

## RULE VIII.

As Amended June 15, 1917.

## CARS HELD FOR SHIPPING DIRECTIONS.

"Cars detained or held for want of proper shipping instructions, or by reason of improper or excessive loading (where loading is done by shipper), shall be subject to a demurrage charge of one dollar (\$1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held, and not carried forward within twenty-four (24) hours, except perishable articles, which shall be removed within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar (\$1.00) per car per day for each day or fraction of a day that said car or cars are thus detained or held.

## RULE IX.

## CONSIGNMENTS MORE THAN FOUR MILES DISTANT.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence*.



## RULE X.

## RAILROADS ALLOWED TO STORE PROPERTY.

Railroad companies are authorized to store such property in public warehouses at the expense of owner if same is not removed before demurrage charges attach.

## RULE XI.

As Amended June 15, 1917.

## PER DIEM CHARGE ALLOWED CONSIGNEES.

"When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within forty-eight (48) hours (not including Sundays or legal holidays), computed from 10 A. M. the day after arrival of the same, the shipper or consignee shall be paid one dollar (\$1.00) per day for each day said delivery is so delayed."

## RULE XII.

## STORMY WEATHER.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

## RULE XIII.

## DISCRIMINATION AND EXEMPTIONS.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line it must be collected at all places on its lines of those liable under the rules of the Commission.

Provided, That all package freight unloaded in a depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within seventy-two (72) hours (not including Sunday or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than carload quantities, not more than one cent per 100 pounds per day.

In carload quantities not more than one dollar (\$1.00) per day.

Provided further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided further, That the Commission shall hear and grant applications to suspend operation of this rule wherever justice shall demand this course.

## RULE XIV.

## STORAGE CHARGES ON BAGGAGE.

Baggage remaining more than twenty-four hours after delivery from trains, or after delivery at stations for transportation, will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar (\$1.00) for each piece.

If a second month is entered upon, the charge for the first month will be repeated until the accrued charges amount to 50 cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 P. M. Saturday and 3 P. M. Sunday, it will be held without charge until 3 P. M. Monday.

## RULE XV.

(Rescinded.)

## RULE XVI.

## OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

## RULE XVII.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule, the company so offending shall forfeit and pay to the shipper applying the sum of \$2.00 per car per day or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however, That the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction, such damages as he may sustain by reason of the delay in furnishing cars.

Provided further, That this rule does not alter, abolish, supercede or repeal Rule 3 of the Railroad Commission's "Rules Governing the Transportation of Freight."

## RULE XVIII.

## DEPOSIT REQUIRED.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper, and thereafter a demurrage charge of not more than \$2.00 per car per day, or fraction of a day, may be assessed and collected, and all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, \$4.00 for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise, to be forfeited to the railroad. And provided further, that any shipper failing to make deposit as herein provided shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way



prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his application, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

### RULE XIX.

#### SHIPMENTS DELAYED IN TRANSIT.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of \$2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in writing within thirty days thereafter; provided further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more lines and delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

## SCHEDULE OF PASSENGER RATES

### Operated by Railroads in Florida

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#### *Railroads Charging 3.6 Cents per Mile:*

Charlotte Harbor & Northern Railway.  
 Georgia, Florida & Alabama Railway.  
 Georgia Southern and Florida Railway.  
 Pensacola, Mobile & New Orleans Railway Co.  
 Georgia and Florida Railway.  
 Live Oak, Perry & Gulf Railroad.  
 Louisville & Nashville Railroad.

#### *Railroads Charging 4.8 Cents Straight Fare, with 3.6-Cent Round Trip Tickets Good for Five Days Exclusive of Day of Sale:*

Apalachicola Northern Railroad.  
 Atlanta and St. Andrews Bay Railway.  
 Birmingham, Columbus & St. Andrews Railroad.  
 Fellsmere Railroad.  
 Florida, Alabama & Gulf Railroad.  
 Gulf Coast Railway.  
 Gulf, Florida & Alabama Railroad.  
 Madison Southern Railroad.  
 Marianna and Blountstown Railroad.  
 Ocklawaha Valley Railroad.  
 Ocala and Southwestern Railroad.  
 Pelham and Havana Railroad Company.  
 Tavares and Gulf Railway.

*Railroads Charging 4.8 Cents per Mile.*

**Tampa and Jacksonville Railroad.**

*The Atlantic Coast Line Railroad Charges 3.6 Cents per Mile.*

The Florida East Coast operates 3.6-cent rate north of Homestead, except between certain points, where a higher rate is charged. South of Homestead a 4.8-cent rate is authorized.

The South Georgia Railway operates a 3.6 cent passenger rate between Florida line and Greenville, and 4.8-cent straight fare, with 3.6 cent round-trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

*The Seaboard Air Line Railway Charges 3.6 Cents per Mile.*

# **SCHEDULE OF FREIGHT TARIFFS**

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*Note*—The following rates are those that were in effect on June 24, 1918. For use at the present time they should be increased by 25% and the result increased by 25%.



Schedule of Freight Tariffs Operated in the State of Florida by the Andalusia, Florida & Gulf Ry., Apalachicola Northern, Atlanta & St. Andrews Bay, Charlotte Harbor & Northern, Tampa & Jacksonville, Marianna & Blountstown, Ocklawaha Valley R. R., Ocala & Southwestern, Birmingham, Columbus & St. Andrews, Fellsmere Railroad, Florida, Alabama & Gulf Railroad, Pelham & Havana R. R. Co., Gulf Coast Ry.

DISTANCES.	CLASS RATES IN CENTS. Per 100 Pounds.																Per Barrel. Per 100 Pounds.	Per Ton. 2000 Pounds.	Per Car Load.	Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	For Class Rates, See Pages 176-179.	8
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00		9
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00		10
40 miles and over 30 miles.....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00		11
50 miles and over 40 miles.....	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00		12
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00		13
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00		14
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00		15
90 miles and over 80 miles.....	62	53	49	38	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00		16
100 miles and over 90 miles.....	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00		17
110 miles and over 100 miles.....	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00		19
120 miles and over 110 miles.....	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00		18

130 miles and over 120 miles.....	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	20
140 miles and over 130 miles.....	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	21
150 miles and over 140 miles.....	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	22
160 miles and over 150 miles.....	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	23
170 miles and over 160 miles.....	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	24
180 miles and over 170 miles.....	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2.15	2.21	36.00	29.00	24½
190 miles and over 180 miles.....	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	25
200 miles and over 190 miles.....	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.00	25½
210 miles and over 200 miles.....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	26
220 miles and over 210 miles.....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	26½
230 miles and over 220 miles.....	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	27
240 miles and over 230 miles.....	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	27½
250 miles and over 240 miles.....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	28
260 miles and over 250 miles.....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	28½
270 miles and over 260 miles.....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	29
280 miles and over 270 miles.....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	29½
290 miles and over 280 miles.....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	30
300 miles and over 290 miles.....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	30
310 miles and over 300 miles.....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	31
320 miles and over 310 miles.....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	31
330 miles and over 320 miles.....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	33
340 miles and over 330 miles.....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	34
350 miles and over 340 miles.....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	32
360 miles and over 350 miles.....	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.32	2.39	46.00	35.00	32
370 miles and over 360 miles.....	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	34

For Class P Rates See Pages 176-179.

SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED, AND ADOPTED BY THE RAILROAD COMMISSION OF THE STATE OF FLORIDA, FOR THE LIVE OAK, PERRY & GULF RAILROAD, THE SOUTH GEORGIA RAILWAY, THE MADISON SOUTHERN RAILWAY.

STATIONS.	PER HUNDRED POUNDS.																Per Barrel. Per 100 Pounds.		Per Ton.	Per Car Load.					Per 100 Pounds.		Per Crate.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O		P	R	V					
10 miles and under.....	25	22	21	16	15	14	11	9	8	7	..	16	13	7	.75	1.00	8.00	10.00	For Class Rates, See Pages 176-179	2	..						
20 miles and over 10 miles.....	30	27	25	20	18	17	13	11	10	8	..	19	15	8	.90	1.10	11.00	12.00		9	..						
30 miles and over 20 miles.....	35	32	29	23	21	19	14	13	12	10	..	22	17	9	1.05	1.20	14.00	14.00		10	..						
40 miles and over 30 miles.....	39	37	33	26	24	21	15	15	14	11	..	25	19	10	1.20	1.30	16.00	15.00		11	..						
50 miles and over 40 miles.....	43	41	36	29	27	23	16	16	16	12	..	28	21	11	1.30	1.40	17.00	16.00		12	..						
60 miles and over 50 miles.....	47	45	39	32	30	24	17	17	17	13	..	31	23	12	1.40	1.50	18.00	17.00		13	..						
70 miles and over 60 miles.....	51	49	42	35	32	25	18	18	18	14	..	34	24	13	1.50	1.60	19.00	18.00		14	..						
80 miles and over 70 miles.....	55	53	45	38	34	26	19	19	19	15	..	36	25	13	1.60	1.70	20.00	19.00	15	..							

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST  
LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD, LOUIS-  
VILLE & NASHVILLE RAILROAD, P. & A. AND YELLOW RIVER DIVISIONS—LOCAL MILEAGE TARIFFS.**

BETWEEN ALL STATIONS IN FLORIDA.	PED HUNDRED POUNDS.														Per Barrel.	Per 100 Pounds.	Per Ton.	Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M		N	O	*P	R	
10 miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	\$ .75	\$1.00	\$ 8.00	\$10.00	For Class P Rates See Pages 176-179.	8		
20 miles and over 10 miles.....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00		9		
30 miles and over 20 miles.....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00		10		
40 miles and over 30 miles.....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00		11		
50 miles and over 40 miles.....	40	38	35	30	25	20	15	14	14	11	25	30	20	10½	1.30	1.4	17.00	16.00	12			
60 miles and over 50 miles.....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00	13			
70 miles and over 60 miles.....	48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00	14			
80 miles and over 70 miles.....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00	15			
90 miles and over 80 miles.....	56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00	16			
100 miles and over 90 miles.....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00	17			
110 miles and over 100 miles.....	62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00	18			
120 miles and over 110 miles.....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00	19			



**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST  
LINE RAILROAD COMPANY, SEA BOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD, LOUIS-  
VILLE & NASHVILLE RAILROAD, P. & A. AND YELLOW RIVER DIVISIONS—LOCAL MILEAGE TARIFFS.**

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.																Per Barrel.		Per Ton.	Per Car Load.				Per 100 Pounds.
																	Per Barrel.	Per 100 Pounds.						
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	*P	R				
130 miles and over 120 miles.....	66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00	For Class P Rates, See Pages 176-179.	20				
140 miles and over 130 miles.....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00		21				
150 miles and over 140 miles.....	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00		22				
160 miles and over 150 miles.....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00		23				
170 miles and over 160 miles.....	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00		24				
180 miles and over 170 miles.....	76	68	61	53	43	38	28	27	28	21	43	53	36	16¾	2.15	2.21	32.00	29.00		24½				
190 miles and over 180 miles.....	77	69	63	54	44	39	29	28	29	21	44	54	37	16½	2.16	2.22	33.00	30.00		25				
200 miles and over 190 miles.....	78	70	64	55	45	40	30	29	29	21	45	55	39	16½	2.17	2.23	34.00	30.50		25½				
210 miles and over 200 miles.....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00		26				
220 miles and over 210 miles.....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00		26½				
230 miles and over 220 miles.....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00	27					
240 miles and over 230 miles.....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00	27½					
250 miles and over 240 miles.....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2.22	2.28	37.00	32.00	28					
260 miles and over 250 miles.....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2.23	2.29	37.00	32.00	28½					



270 miles and over 260 miles.....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2.24	2.30	38.00	33.00	29
280 miles and over 270 miles.....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2.25	2.31	38.00	33.00	29½
290 miles and over 280 miles.....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2.26	2.32	39.00	33.00	30
300 miles and over 290 miles.....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2.27	2.33	39.00	34.00	30
310 miles and over 300 miles.....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2.28	2.34	40.00	34.00	31
320 miles and over 310 miles.....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2.29	2.35	40.00	34.00	31
330 miles and over 320 miles.....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2.30	2.36	41.00	35.00	32
340 miles and over 330 miles.....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2.31	2.37	41.00	35.00	32
350 miles and over 340 miles.....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2.32	2.38	42.00	35.00	33
360 miles and over 350 miles.....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2.33	2.39	43.00	35.00	34
370 miles and over 360 miles.....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2.34	2.40	43.00	35.00	34
380 miles and over 370 miles.....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2.35	2.43	44.00	36.00	35
390 miles and over 380 miles.....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2.36	2.46	45.00	36.00	35
400 miles and over 390 miles.....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2.37	2.50	45.00	36.00	36

For Class P Rates,  
See Pages 176-179.

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST  
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910.**

DISTANCES.	CLASS RATES IN CENTS PER 100 POUNDS.													Per Barrel.	Per 100 Lbs.	Per Ton. 2000 Lbs.		Per Carload.				Per 100 Lbs.	Per Stand-rd Box.	Per Stand-rd Crate.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G		V		
																						C.L.	L.C.L.	C.L.	L.C.L.
10 miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	75	1 00	8 00	10 00	For Class P Rates See Pages 176-179.	8	8	11	6	9	
20 miles and over 10 miles....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	90	1 10	11 00	12 00		9	8	11	6	9	
30 miles and over 20 miles....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1 05	1 20	14 00	14 00		10	8	11	7	10	
40 miles and over 30 miles....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1 20	1 30	16 00	15 00		11	9	12	7	10	
50 miles and over 40 miles....	40	38	35	30	25	20	15	14	14	11	25	30	20	10 <sup>5</sup>	1 30	1 40	18 00	16 00	12	10	13	8	11		
60 miles and over 50 miles....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1 40	1 50	20 00	17 00	13	11	14	8	11		
70 miles and over 60 miles....	48	46	41	34	30	24	17	17	17	13	30	34	23	11 <sup>5</sup>	1 50	1 60	22 00	18 00	14	12	15	9	12		
80 miles and over 70 miles....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1 60	1 70	24 00	19 00	15	13	16	9	12		
90 miles and over 80 miles....	56	53	46	38	33	26	19	19	19	14	33	38	25	12 <sup>5</sup>	1 70	1 75	26 00	20 00	16	14	17	10	13		
100 miles and over 90 miles....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1 75	1 80	28 00	21 00	17	15	18	10	13		
110 miles and over 100 miles....	62	58	50	41	35	30	21	21	21	15	35	41	29	13 <sup>5</sup>	1 80	1 90	29 00	22 00	18	16	19	11	14		
120 miles and over 110 miles....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1 85	1 95	29 00	23 00	19	17	20	11	14		
130 miles and over 120 miles....	66	61	55	43	37	32	23	23	23	18	37	43	31	14 <sup>5</sup>	1 90	2 00	31 00	24 00	20	18	21	12	15		
140 miles and over 130 miles....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1 95	2 05	32 00	25 00	21	19	22	12	15		
150 miles and over 140 miles....	70	63	59	47	39	35	25	25	24	18	39	47	33	15 <sup>5</sup>	2 00	2 10	33 00	26 00	22	20	23	13	16		

160 miles and over 150 miles....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2 05	2 15	34 00	27 00	23	20	23	13	16
170 miles and over 160 miles....	74	67	60	50	42	37	27	27	26	20	42	50	35	16 <sup>5</sup>	2 10	2 20	35 00	28 00	24	21	24	14	17
180 miles and over 170 miles....	76	68	61	53	43	38	28	27	28	21	43	53	36	16 <sup>5</sup>	2 15	2 21	36 00	29 00	24 <sup>5</sup>	21	24	14	17
190 miles and over 180 miles....	77	69	63	54	44	39	29	28	29	21	44	54	37	16 <sup>5</sup>	2 16	2 22	37 00	30 00	25	22	25	15	18
200 miles and over 190 miles....	78	70	64	55	45	40	30	29	29	21	45	55	39	16 <sup>5</sup>	2 17	2 23	38 00	30 50	25 <sup>5</sup>	22	25	15	18
210 miles and over 200 miles....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2 18	2 24	38 00	31 00	26	23	26	16	19
220 miles and over 210 miles....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2 19	2 25	39 00	31 00	26 <sup>5</sup>	23	26	16	19
230 miles and over 220 miles....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2 20	2 26	39 00	31 00	27	24	27	17	20
240 miles and over 230 miles....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2 21	2 27	39 00	32 00	27 <sup>5</sup>	24	27	17	20
250 miles and over 240 miles....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2 22	2 28	40 00	32 00	28	25	28	18	21
260 miles and over 250 miles....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2 23	2 29	41 00	32 00	28 <sup>5</sup>	25	28	18	21
270 miles and over 260 miles....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2 24	2 30	41 00	33 00	29	26	29	19	22
280 miles and over 270 miles....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2 25	2 31	42 00	33 00	29 <sup>5</sup>	26	29	19	22
290 miles and over 280 miles....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2 26	2 32	42 00	33 00	30	27	30	20	23
300 miles and over 290 miles....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2 27	2 33	43 00	34 00	30	27	30	20	23
310 miles and over 300 miles....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2 28	2 34	43 00	34 00	31	28	31	21	24
320 miles and over 310 miles....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2 29	2 35	44 00	34 00	31	28	31	21	24
330 miles and over 320 miles....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2 30	2 36	44 00	35 00	32	28	31	21	24
340 miles and over 330 miles....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2 31	2 37	45 00	35 00	32	29	32	21	25
350 miles and over 340 miles....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2 32	2 38	45 00	35 00	33	29	32	22	25
360 miles and over 350 miles....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2 33	2 39	46 00	35 00	34	29	32	22	25
370 miles and over 360 miles....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2 34	2 40	46 00	35 00	34	30	33	23	26
380 miles and over 370 miles....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2 35	2 43	47 00	36 00	35	30	33	23	26
390 miles and over 380 miles....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2 36	2 46	47 00	36 00	35	30	33	23	26
400 miles and over 390 miles....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2 37	2 50	48 00	36 00	36	31	34	24	27

For Class Rates, See Pages 176-179.

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST  
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910.—Continued.**

DISTANCES.	CLASS RATES IN CENTS PER 100 POUNDS.														Per Barrel.	Per 100 Lbs.	Per Ton, 2000 Lbs.		Per Carload.			Per 100 Lbs.	Per Stand'rd Box	Stand'rd Per Crate											
	1	2	3	4	5	6	A	B	C	D	E	H	F	K												L	M	N	O	P	R	G		V	
																																C.L.	L.C.L.	C.L.	L.C.L.
410 miles and over 400 miles....	101	91	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00	For Class P Rates See See Pages 176-177.	37	31	34	24	27											
420 miles and over 410 miles....	102	92	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00		37	31	34	24	27											
430 miles and over 420 miles....	103	93	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00		37	32	35	25	28											
440 miles and over 430 miles....	104	94	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	32	35	25	28											
450 miles and over 440 miles....	105	95	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00	38	32	35	25	28												
460 miles and over 450 miles....	106	96	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00	38	33	36	26	29												
470 miles and over 460 miles....	107	97	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00	39	33	36	26	29												
480 miles and over 470 miles....	108	98	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00	39	33	36	26	29												
490 miles and over 480 miles....	109	99	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00	39	34	37	27	30												
500 miles and over 490 miles....	110	100	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40	34	37	27	30												
510 miles and over 500 miles....	111	101	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40	34	37	27	30												
520 miles and over 510 miles....	112	102	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40	35	38	28	31												
530 miles and over 520 miles....	113	103	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	35	38	28	31												
540 miles and over 530 miles....	114	104	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	35	38	28	31												
550 miles and over 540 miles....	115	105	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	36	39	29	32												

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA  
& ALABAMA RAILWAY.

DISTANCES.	PER ONE HUNDRED POUNDS.												Per Barrel.	Per 100 Lbs.		Per Ton. 2000 Pounds.	Per Carload.				Per 100 Lbs.		Per Standard Crate.	
	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P	R	G	V		
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	11½	15	7½	.75	1.20	9.75	12.00	For Class P Rates See Pages 176-179.	8	10	8		
20 miles and over 10.....	30	27	24	21	18	15	15	15	7	6	18	14	21	9	.90	1.35	12.00	15.00		9	11	8		
30 miles and over 20.....	36	32	29	26	21	17	17	17	7½	6½	21	15	26	10½	1.05	1.50	15.00	18.50		11	12	8		
40 miles and over 30.....	41	36	33	30	24	18	18	18	8	7½	24	16½	30	12	1.20	1.65	19.50	18.00		12	12	9		
50 miles and over 40.....	42	38	35	31	25	18	18	18	8½	8	27	17½	31	12	1.26	1.68	19.60	18.20		13	13	9		
60 miles and over 50.....	45	41	36	32	27	20	20	20	9	8½	27	18	32	12	1.33	1.75	19.60	19.60		13	13	10		
70 miles and over 60.....	50	46	41	36	28	21	21	21	9½	9	28	19	36	12½	1.40	1.96	22.40	21.00		15	14	11		
80 miles and over 70.....	51	47	41	36	28	21	21	21	10	9½	28	20	36	12½	1.43	1.96	22.40	21.00	16	15	11			
90 miles and over 80.....	55	49	43	38	29	22	22	22	11	10	29	22	38	12½	1.50	2.10	23.40	22.10	17	16	12			
100 miles and over 90.....	59	52	46	39	30	23	23	23	11½	11	30	23	39	13	1.56	2.21	26.00	22.10	18	17	12			
110 miles and over 100.....	59	52	46	39	30	23	23	23	12	11	30	23	39	13	1.56	2.21	26.00	22.10	18	17	12			



**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN  
AND FLORIDA RAILWAY—LOCAL MILEAGE TARIFF.**

DISTANCES.	PER HUNDRED POUNDS.												Per Barrel.	Per 100 Pounds.	Per Ton. 2000 Pounds.	Per Carload					Per 100 Pounds. Oranges per box 80 lbs. Vegetables per crate 50 lbs.	
	1	2	3	4	5	6	A	B	C	D	E	H				F	K	L	M	N		O
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	.75	1.20	9.75	12.00	For Class P. Rates See Pages 176-179.	8	10	8
20 miles and over 10.....	30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00		9	11	8
30 miles and over 20.....	36	32	29	26	21	17	17	17	7½	6½	21	26	15	10½	1.05	1.50	15.00	16.50		11	12	8
40 miles and over 30.....	41	36	33	30	24	18	18	18	8	7½	24	30	16½	12	1.20	1.65	19.50	18.00		12	12	9
50 miles and over 40.....	42	38	35	31	25	18	18	18	8½	8	25	31	17½	12	1.26	1.68	19.60	18.20		13	13	9
60 miles and over 50.....	46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1.33	1.82	20.30	19.60		14	13	9
70 miles and over 60.....	50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1.40	1.96	22.40	21.00		15	14	10
80 miles and over 70.....	51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00		16	14	10
90 miles and over 80.....	55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1.50	2.08	23.40	22.10		17	15	10
100 miles and over 90.....	59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1.56	2.21	26.00	22.10		18	15	10
110 miles and over 100.....	59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10		18	15	11
120 miles and over 110.....	61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10		19	15	11

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA, MOBILE & NEW ORLEANS RY. CO.—LOCAL MILEAGE TARIFF.

DISTANCES.	Per 100 Pounds.																Per Barrel.	Per 100 Lbs.	Fertilizers.	Per 100 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	*P			
10 miles and under.....	20	17	15	13	12	11	11	11	7	7	11	11	7	7	7	5				
20 miles and over 10 miles.....	23	20	18	16	13	12	12	12	9	9	13	13	9	9	9	6				
30 miles and over 20 miles.....	28	24	22	19	17	15	15	15	10	10	15	15	10	10	10	6				

See Pages  
176-179.

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION  
LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.**

DISTANCES.	CLASS RATES IN CENTS Per 100 Pounds.																			CARLOADS.									
																				Per 100 Lbs.	Per 2000 Lbs.	Per Car.		Oranges, box 80 Lbs. Veg'bles, Cr't 50 Lbs.					
																						Live Stock, Except Hogs.	Sheep Double Deck, Hogs Single.						
See Note Below.	1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N	Coal											
10 miles and under.....	12	10	9	8	7	6	6	6	5	5	6	6	10	6	5	4	3	\$ .60	\$ 5.00	\$ 6.00	10	8							
15 miles and over 10 miles.....	15	14	12	11	10	9	9	9	6	6	9	9	12	9	6	5	4	.70	6.00	7.00	11	8							
20 miles and over 15 miles.....	20	17	15	13	12	11	11	11	7	7	11	11	14	11	7	6	5	.90	7.00	8.00	12	9							
25 miles and over 20 miles.....	23	20	17	15	14	13	13	13	9	8	13	13	18	13	9	7	5	1.05	8.00	10.00	12	9							
30 miles and over 25 miles.....	26	23	20	17	16	15	15	15	10	8	15	15	20	15	10	7	6	1.15	10.00	12.00	13	9							
35 miles and over 30 miles.....	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	6	1.20	12.00	14.00	13	9							
40 miles and over 35 miles.....	32	27	24	21	20	19	19	19	12	9	19	19	24	19	12	8	6	1.25	14.00	17.00	14	10							
45 miles and over 40 miles.....	35	30	27	23	22	21	21	21	13	10	21	21	26	21	13	8	7	1.25	15.00	18.00	14	10							
50 miles and over 45 miles.....	37	32	28	25	24	22	22	22	14	10	22	22	28	22	14	9	7	1.30	16.00	19.00	15	10							
55 miles and over 50 miles.....	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	10	7	1.35	18.00	22.00	15	10							

NOTE—For Class P rates see Pages 176-179.

SCHEDULE OF FREIGHT TARIFFS OPERATED IN FLORIDA BY GEORGIA & FLORIDA RAILWAY.

BETWEEN LOCAL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.												Per Barrel.	Per 100 Lbs.	Per Ton.	PER CAR LOAD.			Per 100 Lbs.	Per Crate.	
	1	2	3	4	5	6	A	B	C	D	H	F	K	L	M	N	O	P	R	G	V
10 miles and under.....	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	\$ .80	\$ 8.00	\$ 6.00	For Class P Rates See Pages 176- 179.	5	13	10
20 miles and over 10 miles.....	30	27	24	21	18	15	15	10	7	6	21	14	6	60	.90	11.00	10.00		6	13	10
30 miles and over 20 miles.....	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00		7	13	10
40 miles and over 30 miles.....	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00		8	13	10
50 miles and over 40 miles.....	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00		9	13	10

## CLASS P RATES

EFFECTIVE ON THE FOLLOWING RAILROADS.

Atlantic Coast Line Railroad.

Seaboard Air Line Railway.

Louisville & Nashville Railroad.

Florida East Coast Railway.

Georgia Southern & Florida Railway.

Charlotte Harbor & Northern Railway.

Live Oak, Perry & Gulf Railroad.

Georgia, Florida & Alabama Railway.

Tavares & Gulf Railroad.

5 miles and under.....	4.00
10 miles and over 5.....	5.00
15 miles and over 10.....	6.80
20 miles and over 15.....	6.80
25 miles and over 20.....	7.60
30 miles and over 25.....	7.60
35 miles and over 30.....	8.40
40 miles and over 35.....	8.40
45 miles and over 40.....	9.20
50 miles and over 45.....	9.20
55 miles and over 50.....	10.00
60 miles and over 55.....	10.00
65 miles and over 60.....	10.30
70 miles and over 65.....	10.30
75 miles and over 70.....	11.10
80 miles and over 75.....	11.10
85 miles and over 80.....	11.90
90 miles and over 85.....	11.90
95 miles and over 90.....	12.70
100 miles and over 95.....	12.70
110 miles and over 100.....	13.00
120 miles and over 110.....	13.80
130 miles and over 120.....	14.60



140 miles and over 130.....	14.90
150 miles and over 140.....	15.70
160 miles and over 150.....	16.50
170 miles and over 160.....	17.50
180 miles and over 170.....	17.50
190 miles and over 180.....	18.00
200 miles and over 190.....	18.00
210 miles and over 200.....	18.50
220 miles and over 210.....	18.50
230 miles and over 220.....	19.00
240 miles and over 230.....	19.00
250 miles and over 240.....	19.50
260 miles and over 250.....	19.50
270 miles and over 260.....	20.00
280 miles and over 270.....	20.00
290 miles and over 280.....	20.50
300 miles and over 290.....	20.70
310 miles and over 300.....	21.00
320 miles and over 310.....	21.30
330 miles and over 320.....	21.60
340 miles and over 330.....	21.90
350 miles and over 340.....	22.20
360 miles and over 350.....	22.50
370 miles and over 360.....	22.80
380 miles and over 370.....	23.10
390 miles and over 380.....	23.40
400 miles and over 390.....	23.70
410 miles and over 400.....	24.00
420 miles and over 410.....	24.30
430 miles and over 420.....	24.60
440 miles and over 430.....	24.90
450 miles and over 440.....	25.20
460 miles and over 450.....	25.50
470 miles and over 460.....	25.80
480 miles and over 470.....	26.10

490 miles and over 480.....	26.40
500 miles and over 490.....	26.70
510 miles and over 500.....	27.00
520 miles and over 510.....	27.30
530 miles and over 520.....	27.60
540 miles and over 530.....	27.90
550 miles and over 540.....	28.20

The above rates, for distances up to and including 400 miles, were put into effect by the Commisioners' Order No. 431. Rates for distances over 400 miles and up to and including 450 miles were submitted by the Seaboard Air Line Railway and were approved by the Commisioners. Rates over 450 miles were put into effect by the Florida East Coast Railway and are approved by the Commisioners.

#### CLASS P RATES.

Effective on the following railroads:

Apalachicola Northern Railroad Company.

Atlanta & St. Andrews Bay Railway Company.

Birmingham, Columbus & St. Andrews Railroad Co.

Fellsmere Railroad.

Georgia & Florida Railway.

Gulf, Florida & Alabama Railway Company.

Madison Southern Railway.

Marianna & Blountstown R. R.

Ocala & Southwestern Railroad.

Ocklawaha Valley Railroad Company.

South Georgia Railway.

Tampa & Jacksonville Railway.

Tavares & Gulf R. R.

10 miles and under.....	5.00
20 miles and over 10 miles.....	7.00
30 miles and over 20 miles.....	8.00
40 miles and over 30 miles.....	9.00
50 miles and over 40 miles.....	10.00
60 miles and over 50 miles.....	11.00
70 miles and over 60 miles.....	11.00
80 miles and over 70 miles.....	12.00
90 miles and over 80 miles.....	13.00
100 miles and over 90 miles.....	14.00
110 miles and over 100 miles.....	14.00
120 miles and over 110 miles.....	15.00
130 miles and over 120 miles.....	16.00
140 miles and over 130 miles.....	16.00
150 miles and over 140 miles.....	17.00

## CLASS P. RATES.

Effective on the Pensacola, Mobile and New Orleans  
Railway Co.

10 miles and over.....	12.00
20 miles and over 10 miles.....	14.40
30 miles and over 20 miles.....	19.20

## CLASS P RATES.

In effect on the following railroads:

Gulf Coast Ry.

Pelham and Havana Railroad.

10 miles and under.....	\$ 5.00
20 miles and over 10 miles.....	7.00
30 miles and over 20 miles.....	8.00
40 miles and over 30 miles.....	9.00
50 miles and over 40 miles.....	10.00
60 miles and over 50 miles.....	11.00
70 miles and over 60 miles.....	11.00
80 miles and over 70 miles.....	12.00

**RATE ON PHOSPHATE BETWEEN POINTS WITH-  
IN THE STATE OF FLORIDA.**

The rate on Phosphate between points within the State of Florida shall not exceed one cent per ton per mile.

Provided, That where the rate of one cent per ton per mile will raise any rate now in operation (December 17, 1903), that said rate of one cent per ton per mile shall not be effective, but the lower rate as charged by the Railroad Companies is hereby adopted by the Railroad Commissioners as their rate between such points.

Provided further, That where a shipment of Phosphate shall pass over two or more railroads in reaching its destination within the State of Florida, the initial line may charge one and a half cents per ton per mile for the first ten miles which said Phosphate shall be hauled.

Provided further, That where Phosphate from points in Florida passes over two or more roads in reaching its destination within the State of Florida, that the provisions of Rule 19, Governing Joint Rates, is hereby modified, so that the initial road shall have the right to deliver the shipment to the delivering road at such junctional point within the State of Florida as it may desire.

Provided, however, that the rate charged for such shipment shall be based upon the shortest mileage between the point of shipment and the place of destination.

## SUGAR CANE TO SUGAR AND SYRUP FACTORIES.

Distances—	Rate, in cents, per ton of 2,000 lbs.
10 miles and under.....	\$ .50
20 miles and over 10 miles.....	.50
30 miles and over 20 miles.....	.55
40 miles and over 30 miles.....	.65
50 miles and over 40 miles.....	.70
60 miles and over 50 miles.....	.75
70 miles and over 60 miles.....	.80
80 miles and over 70 miles.....	.85
90 miles and over 80 miles.....	.90
100 miles and over 90 miles.....	.95

Minimum, 15 tons to a car.

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NOTE—These rates apply, *provided* the full products of the cane are re-shipped from the factory by the line bringing in the cane.

*Provided further*, That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent. higher.



## RATES ON COTTON PRESSED IN BALES.

RATES IN CENTS PER 100 POUNDS.

10 miles and under.....	11
20 miles and over 10 miles.....	13
30 miles and over 20 miles.....	15
40 miles and over 30 miles.....	17
50 miles and over 40 miles.....	19
60 miles and over 50 miles.....	21
70 miles and over 60 miles.....	23
80 miles and over 70 miles.....	25
90 miles and over 80 miles.....	27
100 miles and over 90 miles.....	29
110 miles and over 100 miles.....	30
120 miles and over 110 miles.....	31
130 miles and over 120 miles.....	32
140 miles and over 130 miles.....	33
150 miles and over 140 miles.....	34
160 miles and over 150 miles.....	35
180 miles and over 160 miles.....	36
200 miles and over 180 miles.....	37
220 miles and over 200 miles.....	38
240 miles and over 220 miles.....	39
260 miles and over 240 miles.....	40
280 miles and over 260 miles.....	41
300 miles and over 280 miles.....	42
320 miles and over 300 miles.....	43
340 miles and over 320 miles.....	44
360 miles and over 340 miles.....	45
380 miles and over 360 miles.....	46
400 miles and over 380 miles.....	47
420 miles and over 400 miles.....	48
440 miles and over 420 miles.....	49
460 miles and over 440 miles.....	50
480 miles and over 460 miles.....	51
500 miles and over 480 miles.....	52

# RATES ON CANE SYRUP AND MOLASSES.

APPLICABLE ON SEABOARD AIR LINE RAILWAY  
IN FLORIDA.

Cane Syrup and Molasses, in barrels, half barrels and kegs, or in tin cans, jacketed or boxed. In cents per 100 pounds.

	CL	LCL
40 miles and under.....	12	15
90 miles and over 40 miles.	13	16
140 miles and over 90 miles.	14	17
190 miles and over 140 miles.	15	18
240 miles and over 190 miles.	16	19
290 miles and over 240 miles.	17	20
340 miles and over 290 miles.	18	21
390 miles and over 340 miles.	19	22
440 miles and over 390 miles.	20	23
490 miles and over 440 miles.	21	24
540 miles and over 490 miles.	22	25
590 miles and over 540 miles.	23	26

**LOCAL MILEAGE RATES ON FRUIT AND  
VEGETABLES.**

DISTANCES.	CLASS	
	Per Crate G.	V.
10 miles and under.....	13	10
20 miles and over 10 miles.....	13	10
30 miles and over 20 miles.....	13	10
40 miles and over 30 miles.....	13	10
50 miles and over 40 miles.....	13	10
60 miles and over 50 miles.....	15	10
70 miles and over 60 miles.....	16	10
80 miles and over 70 miles.....	16	10
90 miles and over 80 miles.....	16	10
100 miles and over 90 miles.....	16	10
110 miles and over 100 miles.....	16	11
120 miles and over 110 miles.....	16	11
130 miles and over 120 miles.....	16	11
140 miles and over 130 miles.....	16	11
150 miles and over 140 miles.....	17	12
160 miles and over 150 miles.....	17	12
170 miles and over 160 miles.....	18	12
180 miles and over 170 miles.....	18	12
190 miles and over 180 miles.....	18	13
200 miles and over 190 miles.....	18	13
210 miles and over 200 miles.....	19	13
220 miles and over 210 miles.....	19	13
230 miles and over 220 miles.....	19	14
240 miles and over 230 miles.....	20	14
250 miles and over 240 miles.....	20	14

For distances exceeding 250 miles, the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

EXCEPTIONS. These rates do not apply to base points *as a basis for through rates.*

Do not apply on Florida East Coast Railway.

For Florida East Coast Railway see its regular local mileage rates.

## CLASSIFICATION

### CLASS G—FRUIT:

Oranges, Lemons, Limes, Grapefruit, Pineapples.

In standard crates of 80 pounds.

Barrels or barrel-crates, double the crate rate.

Strawberries in crates of 50 pounds.

### CLASS V—FRUIT:

Peaches, Pears and Guavas.

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes and like articles.

In standard crates of 50 pounds.

Barrels or barrel-crates, double the crate rate.

Package rates to apply on standard crates estimated to weigh 50 pounds. The rate per package to be applied regardless of the weight, whether under or over, so long as the package capacity does not exceed the standard.

In the shipment of barrels, barrel-crates or barrel-sacks, estimated weight to be double that of the standard crate above referred to. The rate to apply as a package rate regardless of whether the barrel weighs more or less than the estimated weight.

In either case where a package is used of greater dimensions than the standard crate, standard barrel, barrel-crate or sack, the package rate per crate or per barrel, as the case may be, shall be applied as a per hundred pound rate on actual weight.

The standard barrel-crate referred to is understood not to exceed 12x20x36 inches.

The standard barrel referred to is understood not to exceed the capacity of a flour barrel.

The standard barrel-sack referred to is understood not to exceed a capacity of  $2\frac{1}{2}$  bushels.



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# DISTANCE TABLES

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# DISTANCE TABLES

## ATLANTIC COAST LINE RAILWAY

Jacksonville to Port Tampa.

Jacksonville .....	0.	Pomona .....	69.4	Longwood .....	133.8
Wessner .....	3.6	Lake Como .....	71.0	Altamonte Springs.....	136.7
Yukon .....	9.4	Huntington .....	74.2	Maitland .....	139.3
Orange Park.....	14.0	Crescent City.....	77.0	Winter Park .....	141.8
Peoria .....	19.0	Longs .....	79.0	Formosa .....	145.0
Doctor's Inlet .....	20.4	Denver .....	77.5	Orlando .....	146.6
Russell .....	23.9	Hammond .....	81.2	Eight Oaks.....	150.0
Magnolia Springs.....	28.3	Seville .....	83.4	Gatlin .....	151.0
Green Cove Springs.....	29.8	Pierson .....	89.1	Pine Castle.....	153.0
Walkill .....	33.3	Eldridge .....	91.5	Taft .....	154.0
West Tocol.....	40.2	Barberville .....	93.8	Connelly .....	158.6
Bostwick .....	45.7	DeLeon Springs.....	99.0	Kissimmee .....	164.4
Teasdale .....	48.6	Glenwood .....	102.2	Campbell .....	168.4
Rice Creek.....	51.0	DeLand Passenger Station...	107.2	Loughman .....	175.5
Pecan .....	51.6	Beresford .....	108.0	Davenport .....	182.2
Sisco .....	67.0	Fatio .....	110.0	Haines City.....	185.4
Palatka .....	54.9	Orange City Junction.....	112.3	Lake Alfred.....	192.1
Lundy .....	57.3	Enterprise Junction.....	118.1	Auburndale .....	196.4
Peniel .....	60.0	Rands .....	122.5	Carter's .....	201.6
Buffalo Bluff.....	62.1	Sanford .....	124.3	Lakeland .....	207.0
Satsuma .....	63.9	Lake Mary .....	129.2	Winston .....	211.1

Youman's .....	214.1	Orient .....	233.4	Carlow .....	239.8
Plant City .....	217.5	Uceta .....	234.9	Dewey .....	243.3
Dover .....	223.7	Thonotossa Jet.....	236.3	Port Tampa City.....	246.3
Seffner .....	227.1	Ybor City.....	237.5	Port Tampa.....	248.0
Mango .....	230.0	Tampa Union Station.....	238.1		

Jacksonville to Jesup.

Jacksonville .....	0.0	Ratliff .....	14.7	Andrews .....	33.9
Moncrief .....	3.5	Callahan .....	19.7	Bologne .....	37.3
Pickett .....	5.5	Dyal .....	24.3	Folkston, Ga.....	41.5
Dinsmore .....	9.6	Hilliard .....	29.9	Jesup, Ga.....	96.0

# ATLANTIC COAST LINE RAILWAY—Continued.

## Jacksonville to St. Petersburg.

Jacksonville .....	0.0	Rochelle .....	93.5	Lady Lake .....	151.3
Milldale .....	10.0	Micanopy Jct. ....	99.1	Fruitland Park .....	155.4
Moncrief .....	3.5	Evinston .....	101.7	Leesburg Junction .....	158.0
Cambon .....	9.3	Boardman .....	104.0	Leesburg .....	159.0
Mandeville .....	14.1	McIntosh .....	104.6	Corley .....	161.0
Baldwin .....	19.2	Gaitskill .....	106.0	Okahumpka .....	164.5
Mattox .....	24.0	Orange Lake .....	106.1	Cason .....	169.0
McPherson .....	26.8	Proctor .....	107.0	Center Hill .....	173.6
Nursery .....	29.0	Reddick .....	110.5	Webster .....	178.2
Bessent .....	30.8	Lowell .....	113.4	St. Catherine .....	183.3
Sapp .....	37.8	Martin .....	116.5	x*Croom .....	189.2
Britt .....	41.0	Zuber .....	117.4	Rital .....	172.7
Ellerbe .....	41.7	Kendrick .....	119.6	Trilby .....	176.9
Raiford .....	44.8	Ocala Junction .....	124.2	Blanton .....	181.8
Rylander .....	47.1	Ocala .....	124.7	San Antonio .....	187.9
Johnstown .....	49.0	Fakes .....	126.0	Pasco .....	191.6
Lake Butler .....	51.9	Orange Avenue .....	127.0	Ehren .....	200.1
Dukes .....	58.0	Montague .....	130.0	Drexel .....	202.0
Munich .....	58.8	Cornell .....	131.3	Odessa .....	210.4
Worthington Springs .....	61.0	Welshton .....	137.3	Keystone Park .....	214.1
Santa Fe .....	63.9	Candler .....	138.6	Taconey .....	218.0
Haynesworth .....	68.2	Ocklawaha .....	140.0	Tarpon Springs .....	221.0
Burnett's Lake .....	70.8	Weir Park .....	141.0	Sutherland .....	226.9
Hague .....	74.1	East Lake .....	144.1	Ozona .....	227.2
Paradise .....	80.4	Stanton .....	146.0	Dunedin .....	231.3
Gainesville .....	84.5	Weirsdale .....	146.6	Clearwater .....	234.5
T. & J. Crossing .....	84.4	Conant .....	150.0	Belleair .....	235.5

Largo .....	238.1	Pinellas Park.....	245.8	St. Petersburg.....	252.2
Cross Bayou.....	242.9	Lellman .....	247.0	St. Petersburg Wharf.....	252.9

x Jax to Croom via Newberry, 167.8. \*Stations south of Croom based on mileage via Newberry.

#### Jacksonville to Perry.

Jacksonville .....	0.0	Dukes .....	57.8	Wilcox .....	104.5
Milldale .....	10.0	Munich .....	58.8	Wilcox Junction.....	106.0
Moncrief .....	3.5	Worthington Springs.....	61.0	Old Town.....	108.5
Cambon .....	9.3	Santa Fe .....	63.9	Eugene .....	113.6
Mandeville .....	14.1	Haynesworth .....	68.2	Cross City.....	116.3
Baldwin .....	19.2	Burnett's Lake.....	70.8	Hines .....	126.9
Mattox .....	24.0	West Alachua.....	72.5	Clara .....	134.0
McPherson .....	26.8	Cadillac .....	77.0	Salem .....	141.7
Bessent .....	30.8	Haile .....	79.0	Carbur .....	143.4
Sapp .....	37.8	Komoka .....	82.1	Athena .....	150.3
Ellerbee .....	41.7	Newberry .....	84.6	Penland .....	154.6
Raiford .....	44.8	Barr's Crossing .....	89.9	Perry .....	161.0
Johnstown .....	49.0	Tyler .....	93.9		
Lake Butler.....	51.9	Trenton .....	98.1		



# ATLANTIC COAST LINE RAILWAY—Continued.

## Lakeland to Fort Myers.

Lakeland .....	0.0	Torrey .....	33.7	Fort Ogden.....	72.6
Pauway .....	4.2	Wauchula .....	38.1	Cleveland .....	82.2
Haskell .....	7.5	Zolfo .....	42.1	Punta Gorda .....	86.0
Bartow .....	13.0	Moffitt .....	45.6	Acline .....	90.2
Ice Factory Spur.....	13.8	Buchanan.....	48.4	Gilchrist .....	99.1
Homeland .....	19.2	Gardner.....	52.5	Samville .....	106.8
Fort Meade.....	23.9	Brownsville.....	56.0	Tice .....	109.8
Jane Jay.....	28.4	Arcadia.....	62.0	Fort Myers.....	114.0
Bowling Green.....	31.7	Nocatee.....	66.0		

## Sanford to Trilby.

Sanford .....	0.0	Fullers .....	26.6	Varnell .....	48.0
Sanford Junction.....	0.1	Crown Point.....	27.9	Groveland .....	49.8
New Upsala .....	2.3	Brannons .....	29.0	Mascotte .....	52.8
Twin Lakes .....	3.3	Winter Garden.....	30.1	Tuscanooga .....	56.0
Sylvan Lake.....	4.8	Tildenville .....	31.7	Mable .....	59.0
Island Lake.....	7.2	Oakland .....	32.9	Linden .....	62.0
Glen Ethel.....	11.2	Killarney .....	35.0	Tarrytown .....	63.2
Palm Springs.....	13.8	Cynthiana .....	38.0	Riverland .....	67.2
Forest City.....	16.5	Mohawk .....	40.0	Lacoochee .....	71.1
Toronto .....	19.0	Minneola .....	41.9	Trilby .....	74.6
Lakeville .....	21.0	Clermont .....	43.5		
Clarcona .....	22.8	Parkers Crossing.....	46.0		

Lakeland to Waycross.

13—R. R. Com.

Lakeland .....	0.0	Ladonia .....	73.6	Burlington .....	155.5
Galloway .....	6.0	Gibara .....	77.0	Branford .....	162.5
Kathleen .....	7.6	Gulf Junction.....	79.3	O'Brien .....	168.0
Stokes .....	11.5	Dunnellon .....	80.8	McAlpin .....	174.9
Millards .....	15.6	Chatmar .....	83.0	Pinemount .....	176.6
Lumberton .....	20.0	Juliette .....	85.3	Padlock .....	181.4
Richland .....	20.8	Romeo .....	92.5	Live Oak.....	186.1
Ellerslie .....	23.0	Morrison .....	97.6	North Live Oak.....	187.1
Collins .....	26.0	Montbrook .....	100.8	Byrd's Still.....	188.5
Dade City.....	27.5	Williston .....	105.1	Rixsford .....	190.5
Owensboro .....	33.0	Raleigh .....	109.0	Suwannee .....	193.1
Trilby .....	34.0	Archer .....	116.5	Marion .....	196.8
Rital .....	38.2	Half Moon.....	121.9	Jasper .....	202.2
Croom .....	43.1	Newberry .....	126.3	Bakers Mill .....	206.2
Istachatta .....	49.1	Lexington .....	128.7	Tarver, Ga.....	214.7
Pineola .....	52.0	Clark .....	134.5	Alexanderville, Ga.....	217.7
Floral City.....	56.0	High Springs.....	139.5	Haylow, Ga.....	223.5
Inverness .....	62.8	Fort White.....	148.8	Withers, Ga.....	225.4
Hernando .....	68.3	Lake City Junction.....	151.7	Dupont, Ga.....	234.4
Holder .....	73.0	Hildreth .....	155.4	Waycross, Ga.....	269.3

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High Springs to Burnett's Lake.

High Springs .....	0.0	Alachua .....	7.6	Burnett's Lake .....	9.3
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# ATLANTIC COAST LINE RAILWAY—Continued.

## Between Dunnellon and Wilcox.

Wilcox Junction.....	0.0	Otter Creek.....	22.7	Dunnellon .....	51.3
Chiefland .....	9.4	Lebanon .....	36.4		

## Ocala to Homosassa.

Ocala .....	0.0	Leroy .....	14.7	Gulf Junction.....	28.0
Ocala Junction.....	0.9	Rock Springs .....	18.7	Citronelle .....	35.0
Martel .....	9.0	Juliette .....	22.0	Crystal River .....	40.5
York .....	12.4	Dunnellon .....	26.5	Homosassa .....	49.9

## Sanford to Astor.

Sanford .....	0.0	Ethel .....	10.3	Eustis .....	33.3
Sanford Junction.....	0.8	Cassia .....	12.3	Fort Mason .....	35.2
New Upsala.....	2.3	Wayland .....	14.9	Umatilla .....	39.3
Twin Lakes.....	3.3	Lovejoy's Mill.....	16.3	Altoona .....	42.4
Sylvan Lake.....	4.8	Sorrento .....	17.9	Pittman .....	44.5
Paola .....	5.3	Mount Dora.....	23.4	Astor .....	60.0
Markham .....	7.3	Tavares .....	28.8		

## Sanford to Lake Charm.

Sanford .....	0.0	Rutledge .....	5.0	Clifton .....	12.0
Sanford Junction.....	0.8	Mecca Junction.....	5.6	Oviedo .....	17.0
Fort Reed.....	3.2	Clydes .....	7.4	Lake Charm.....	18.4

# Leesburg to Fort Mason.

Leesburg .....	0.0	Lisbon .....	8.5	Fort Mason .....	13.8
Orange Bend.....	7.4	Grand Island.....	12.0		

# Tavares to Lane Park.

Tavares .....	0.0	Lane Park.....	3.0		
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# Kissimmee to Apopka.

Kissimmee .....	0.0	Isleworth .....	18.0	Ocoee .....	24.5
Shingle Creek.....	4.3	Windemere .....	18.5	Clarcona .....	29.3
McLane's .....	8.7	Gotha .....	21.1	Apopka .....	33.1

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# Kissimmee to Narcoossee.

Kissimmee .....	0.0	Carolina .....	4.5	Runnymede .....	12.8
Hammock Grove.....	1.0	St. Cloud .....	9.0	Narcoossee .....	14.4
Wadleys Crossing.....	3.0	Ashton .....	10.0		

# Lake Alfred to Bartow.

Lake Alfred .....	0.0	Eagle Lake .....	9.0	Bartow .....	16.7
Florence Villa .....	3.5	Gordonville .....	12.0		
Winter Haven.....	5.0	Excelsior Park.....	13.2		

**ATLANTIC COAST LINE RAILWAY—Continued.**  
DeLand Junction and DeLand.

DeLand Junction.....	0.0	Stetson .....	2.1	DeLand .....	4.0
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**Winston to Fort Meade.**

Winston .....	0.0	Kingsford .....	12.0	Phosphoria .....	19.9
Medulla .....	5.8	Achan .....	13.8	McDowell .....	20.0
Christina .....	7.5	Pierce .....	13.8	Agricola .....	21.4
Bone Valley Junction.....	8.8	Nichols .....	15.0	Marquis Mill.....	24.0
Prairie Junction .....	9.0	Pebbledale .....	15.4	Tiger Bay.....	25.3
Mulberry .....	10.8	Green Bay.....	17.2	Ft. Meade.....	28.8

**Sanford to Mecca Junction.**

Sanford .....	0.0	Beck Hammock.....	3.5	Palm Villa.....	8.0
Brisson .....	1.6	Moore .....	4.4	Mecca .....	8.8
Sipes .....	2.2	Cameron City.....	5.6	Mecca Junction.....	9.4
Beardall .....	2.6	Crippen .....	6.3		

**Thonotosassa Junction to Thonotosassa.**

Thonotosassa Junction.....	0.0	Hillsboro .....	7.0	Thonotosassa .....	11.0
Harney .....	5.5	Idlewild Park.....	8.5		

**Croom to Brooksville.**

Croom .....	0.0	Brooksville .....	10.0		
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Proctor to Citra.

Proctor .....	0.0	Citra .....	6.1		
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Palatka to Rochelle.

Palatka .....	0.0	Hollister .....	11.5	McMeekin .....	25.3
O. V. Junction.....	1.6	Interlachen .....	16.6	Hawthorne .....	30.0
Francis .....	4.4	Edgar .....	21.2	Grove Park.....	34.7
Akomi .....	10.1	Johnson .....	22.7	Rochelle .....	38.9

Micanopy Junction to Tacoma.

Micanopy Junction.....	0.0	Micanopy .....	3.4	Tacoma .....	8.4
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Lake City to Lake City Junction.

Lake City.....	0.0	Columbia .....	10.7	Lake City Junction.....	18.7
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Monticello to Thomasville.

Monticello .....	0.0	Metcalf .....	14.1	Thomasville, Ga.....	24.1
Fincher .....	11.6				

River Junction to Climax.

River Junction.....	0.0	Faceville, Ga.....	14.9	Climax, Ga.....	30.3
Recovery .....	8.8	Fowltown, Ga.....	21.6		

# ATLANTIC COAST LINE RAILWAY—Continued.

## Haines City to Moore Haven.

Haines City.....	0.0	Avon Park.....	38.5	Hicoria .....	74.2
Dundee .....	6.9	Sebring .....	46.5	Venus .....	79.9
Lake Wales.....	15.4	Istokpoga .....	55.6	Palmdale .....	88.9
Crooked Lake.....	21.3	Stearns .....	63.4	Moore Haven.....	105.5
Frostproof .....	27.8	Childs .....	69.4		

## Nichols to Mulberry.

Nichols .....	0.0	Mulberry .....	4.0		
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## Fanlew to Thomasville.

Fanlew .....	0.0	Capitola .....	13.1	Stringer .....	27.9
Cody .....	6.4	Wadesboro .....	17.4	Fincher .....	31.7
Wimberly .....	8.6	Miccosukee .....	24.1	Metcalfe, Ga.....	34.2
El Destino.....	10.3	Copeland .....	27.9	Thomasville, Ga.....	44.2

## Uceta to Palmetto.

Uceta .....	0.0	Ruskin .....	19.0	Gillett .....	31.0
Palm .....	1.0	Ross .....	22.0	Palmetto .....	36.0
Gardenville .....	9.0	Piney Point.....	27.0		

# SEABOARD AIR LINE RAILWAY.

From Jacksonville to River Junction.

Jacksonville .....	0.0	Ogden .....	64.3	Pinhook .....	140.0
West Jacksonville.....	2.3	Welborn .....	70.2	Braswell .....	141.9
Marietta .....	6.8	Houston .....	75.6	Lloyd .....	146.9
Priceville .....	9.0	Live Oak .....	81.0	Steel Creek.....	149.0
White House.....	10.4	Dickert .....	87.2	Capitola .....	151.5
Otis .....	13.4	Falmouth .....	90.9	Chaires .....	153.5
Baldwin .....	18.2	Swann .....	94.0	Perkins .....	160.1
Mattox .....	23.6	Ellaville .....	94.4	Tallahassee .....	165.0
Maccleenny .....	27.1	Lee's .....	102.0	Ocklocknee .....	173.6
Glez. St. Mary.....	29.5	West Farm .....	104.4	Lawrences .....	175.1
Drake .....	32.5	Madison .....	109.4	Carsons .....	176.0
Sanderson .....	36.4	Champaign .....	115.6	Midway .....	177.1
Olustee .....	46.3	Greenville .....	123.1	Quincy .....	189.0
Mt. Carrie.....	50.8	Linwood .....	127.0	Gretna .....	194.4 <sup>a</sup>
Watertown .....	56.4	Aucilla .....	130.6	Mt. Pleasant.....	197.7
Lake City.....	58.8	Drifton .....	138.0	River Junction .....	207.6

## Jacksonville to Tampa.

Jacksonville .....	0.0	Baldwin .....	18.2	Lawtey .....	37.2
West Jacksonville.....	2.3	Fiftone .....	22.4	Horn .....	39.0
Marietta .....	6.8	Maxville .....	25.7	Temple .....	40.0
Priceville .....	9.0	Mudge .....	32.0	Starke .....	43.9
White House.....	10.4	Highland .....	32.1	Reynolds .....	46.0
Halsema .....	13.0	Mahoney .....	34.0	Thurston .....	49.0
Otis .....	13.4	Leghee .....	35.0	Hampton .....	50.2

## SEABOARD AIR LINE RAILWAY—Continued.

## Jacksonville to Tampa—Continued.

Eddys Spur.....	52.0	Santos .....	108.6	Crescent .....	159.0
Navarre .....	54.0	Pollys Mill.....	110.0	Dade City.....	163.7
Waldo .....	55.8	Thaggard .....	112.0	Pasadena .....	166.7
Maultsby .....	60.0	Belleview .....	112.6	Phelps .....	170.6
Eighty-Nine .....	61.0	Greenleaf .....	114.0	Greer .....	171.0
Orange Heights.....	60.9	Summerfield .....	116.8	Zephyrhills .....	173.1
Campville .....	64.9	South Lake Weir Junction...	116.8	Bramlett .....	176.0
Campville Brick Track.....	65.0	Dallas .....	119.3	Crystal Springs.....	177.0
Goodwins .....	67.0	Oxford .....	122.3	Knights .....	184.4
Rex .....	68.0	Harris Siding.....	125.0	Plant City.....	188.4
Hawthorne .....	70.0	McRaneys .....	126.0	Olipphant .....	193.2
Lochloosa .....	76.4	Wildwood .....	126.9	Sidney .....	194.9
Island Grove.....	80.0	Monarch .....	130.0	Sand Brick.....	197.0
Citra .....	82.5	Hines .....	131.0	Valrico .....	198.4
Sparr .....	88.0	Coleman .....	131.4	Dickinson .....	200.0
Anthony .....	91.3	Warnell .....	134.0	Brandon .....	200.2
Spring Park.....	95.0	Panasoffkee .....	134.9	Limona .....	201.2
Oak .....	95.1	Ekal .....	135.5	Pitts .....	204.0
Silver Springs Junction.....	97.2	Bushnell .....	141.5	Yeomans .....	206.2
Ocala .....	101.0	St. Catherine .....	145.4	Fultons Spur.....	208.0
York Spur.....	103.0	Terrell .....	149.6	Tampa Northern Junction.....	208.9
Orange Avenue .....	105.0	Lacoochee .....	155.8	Ybor City.....	209.6
Millers .....	107.0	Owensboro .....	158.0	Tampa .....	210.5

Jacksonville to Savannah.

Jacksonville .....	0.0	Duval .....	13.3	Becker .....	27.6
F. & J. Junction.....	3.6	Tisonia .....	16.3	Evergreen .....	30.0
Panama .....	5.9	Hedges .....	21.2	Savannah, Ga.....	137.4
Eastport Junction.....	10.0	Yulee .....	23.4		

Fernandina to Baldwin.

Fernandina .....	0.0	Italia .....	19.0	Inglehome .....	38.8
O'Neil .....	6.0	Callahan .....	27.2	Bryceville .....	41.0
Lofton .....	8.5	Crawford .....	31.6	Baldwin .....	47.2
Yulee .....	12.1	Dahoma .....	34.8		
Wilson .....	14.0	Verdie .....	37.0		

Waldo to Cedar Key.

Waldo .....	0.0	Palmer .....	24.2	Dutton's Spur .....	52.0
Millican .....	3.4	Orchard .....	26.0	Gulf Hammock.....	53.0
Fingers Mill .....	5.0	Archer .....	28.2	Wylly .....	58.4
Fairbanks .....	7.0	Camps Spur.....	32.0	Rosewood .....	60.6
Dowds Spur.....	10.0	Albion .....	33.5	Dix .....	61.0
Gainesville .....	13.8	Meredith .....	34.4	Sumner .....	63.0
Millards .....	16.0	Bronson .....	37.5	Luckens .....	68.1
Daysville .....	17.6	Otelia .....	40.0	Suskins .....	69.0
Hammock Ridge.....	18.7	Lennon .....	43.6	Cedar Keys .....	70.8
Arrendondo .....	19.8	Otter Creek.....	49.3		
Kanapaha .....	21.1	Ellzey .....	51.0		



# SEABOARD AIR LINE RAILWAY—Continued.

## Starke to Wannee.

Starke .....	0.0	LaCrosse .....	19.4	Central Junction.....	37.3
Pine Island.....	5.0	Getzens .....	20.2	Neals .....	41.3
Sampson Junction.....	6.4	Haynesworth .....	23.4	Williford .....	46.3
Wainwrights .....	7.6	A. C. L. Junction.....	25.3	Curtis .....	49.0
Clayno .....	10.1	Alachua .....	26.5	Bell .....	51.2
Atlantic .....	12.6	Hodges .....	29.3	Wannee .....	56.6
Brooker .....	14.6	Arno .....	32.6		
Thomasville .....	16.4	Buda .....	35.1		

## Buda to Norwillis.

Buda .....	0.0	Vanes Pen.....	6.0	Williams .....	9.0
Mutual .....	2.0	Mersey .....	7.0	Frankphos .....	9.0
Thames Junction.....	5.0	Fleetnor .....	8.0	Norwallis .....	9.0

## Archer to Inverness.

Archer .....	0.0	Morrison .....	19.5	Dunnellon .....	40.8
Eve .....	4.3	Standard .....	24.0	S. & H. Junction.....	41.9
Raleigh .....	6.8	Early Bird.....	26.8	Harrison .....	47.3
Hodgson .....	9.0	Eagle Mine.....	29.0	Johnsons .....	56.0
Gunnells .....	9.0	Hoyt .....	31.1	Inverness .....	58.6
Williston .....	11.4	Blue Run.....	40.0		
Montbrook .....	16.0	Blue Run Yard.....	40.0		

# Wildwood to Orlando.

Wildwood .....	0.0	Sadie .....	14.6	Plymouth .....	36.8
Orange Home.....	3.1	Eldorado .....	14.8	Apopka .....	40.2
Bamboo .....	5.0	Cunninghams .....	16.0	Piedmont .....	43.1
Sprinks .....	6.6	Tavares .....	21.0	Toronto .....	44.5
Whitney .....	7.4	Ellsworth Junction.....	25.0	Hamilton .....	45.0
Mill Spur .....	8.0	Victoria .....	29.0	Lockhart .....	46.2
Montclair .....	9.0	Wallings .....	30.6	Fairvilla .....	49.5
Leesburg .....	11.3	Gainesboro .....	31.2	Modello Park.....	50.3
Sunnyside .....	14.0	Zellwood .....	32.8	Orlando .....	53.1
Birds .....	14.0	McDonald .....	35.1		

# Orlando to Lake Charm.

Orlando .....	0.0	Lakemont .....	7.0	O. W. & L. Track.....	14.0
Rowena .....	2.8	Lake Howell.....	9.0	Lawtons Pkg. House.....	15.9
Morse .....	4.0	Golden Rod.....	10.3	Oveido .....	15.9
College Station.....	5.1	Bertha .....	11.0	Lake Charm.....	17.0
Winter Park.....	5.5	Gabriella .....	12.6		

# Morrison to Ackert Spur.

Morrison .....	0.0	Akert Spur.....	0.5		
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## SEABOARD AIR LINE RAILWAY—Continued.

## Oliphant to Venice.

Oliphant .....	0.0	Ellenton Junction .....	40.6	Bradentown .....	45.4
Durant .....	5.2	Ellenton .....	41.4	Orange Spur .....	47.0
Lithia .....	9.0	Harlee .....	42.0	Oneco .....	47.9
Boyette .....	11.1	Harrison .....	42.0	Tallavast .....	50.0
Burnetts Crossing .....	16.0	Springstead .....	42.0	Rardins .....	52.0
Balm .....	16.6	Palmetto Junction .....	41.9	Sarasota .....	54.4
Wimauma .....	20.2	Palmetto .....	43.2	Fruitville Junction .....	58.2
Willow .....	26.0	Atwood Junction .....	43.0	Bee Ridge .....	61.8
Dickey .....	29.0	Manavista .....	44.0	Osprey .....	66.7
Parish .....	32.0	Terra Ceia Junction .....	39.0	Laurel .....	71.8
Erie .....	36.0	Terra Ceia .....	43.4	Nokomis .....	73.1
Vegetable .....	36.0	Manatee .....	44.2	Venice .....	74.5
Barber .....	40.0	Bradentown Junction .....	44.4		

## Plant City to Nalaca.

Plant City .....	0.0	Edeson Junction .....	13.0	Alturas .....	35.5
Coronet Junction .....	2.2	Edeson .....	13.2	Peace Valley .....	40.3
Coronet .....	3.5	Nichols .....	15.6	Lake Wales .....	44.5
Trapnell .....	4.2	Mulberry .....	19.2	Baynard .....	50.0
Hopewell .....	6.4	Ridgewood .....	22.9	Hilderly .....	52.6
Alafia .....	8.5	Bartow .....	27.2	Walinwa .....	59.1
Keysville .....	10.4	Pembroke Junction .....	28.2	Florinda .....	63.8
Welcome Junction .....	10.9	Polk Lake .....	31.1	Nalaca .....	67.0
Welcome .....	13.0	Lake Garfield .....	32.5		

**Edeson Junction to Agricola.**

Edeson Junction .....	0.0	Bradley Junction.....	7.2	Silver City.....	11.7
Stephens Spur .....	4.6	Macdowell .....	11.6	Agricola .....	12.1

**Tampa to Brooksville.**

Tampa .....	0.0	Chapman .....	13.1	Weeks .....	39.1
Ybor City.....	1.9	Stemper .....	15.3	Ayers .....	39.7
T. N. Junction.....	2.2	Lutz .....	16.3	Powell .....	43.3
Gary .....	2.6	Deer Lake.....	17.8	Garrison .....	45.1
Parker .....	5.3	Denham .....	19.3	Salil .....	47.2
Hardee .....	5.8	Drexel .....	22.7	Tooke Lake Junction.....	47.6
Gulf Coast Junction.....	7.6	Fivay Junction .....	29.2	Brooksville .....	48.6
Flora .....	10.1	Greenfield .....	30.5		
Nowatney .....	11.1	Loyce .....	34.0		

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**Brooksville to Centralia.**

Brooksville .....	0.0	Norman .....	8.4	Centralia .....	17.9
Tooke Lake Junction.....	1.0	Tooke Lake.....	13.4		
Wiscon .....	6.4	Long Lake.....	14.9		

**Tallahassee to St. Marks.**

Tallahassee .....	0.0	Woodville .....	9.5	Wakulla .....	15.2
Belair .....	4.0	Ferrell .....	10.1	Burns .....	17.0
Luterloh .....	6.3	Vareen .....	12.6	St. Marks .....	20.7

# SEABOARD AIR LINE RAILWAY—Continued.

## Tallahassee to Covington.

Tallahassee .....	0.0	Rose .....	12.9	Walkers Springs.....	30.0
St. Marks Junction.....	2.9	Cay .....	19.0	Covington .....	32.3
Corey .....	10.4	Wacissa .....	21.3		
Walton .....	12.9	Leonton .....	23.6		

## Morrison to Holder.

Morrison .....	0.0	Eureka Mine .....	23.0	Syndicate No. 1.....	29.0
Early Bird.....	6.0	Anderson Mine.....	23.0	Section No. 34 Mine.....	29.0
Blue Run Mine.....	20.0	Dunnellon .....	20.0	Section No. 26 Mine.....	33.0
Ray Mine.....	20.0	River Mine .....	21.0	Section No. 35 Mine.....	33.0
Dunnellon Mine.....	21.0	Section 20-A Mine.....	26.0	Inverness .....	38.0
Cullens Mine .....	21.0	Section 20-B Mine.....	26.0	Southern Mine .....	38.0
Marion Mine.....	21.0	Section 20-C Mine.....	26.0	Holder No. 1 Mine.....	40.0
Griggs Mine.....	21.0	Syndicate No. 3.....	28.0	Holder No. 2 Mine.....	40.0

## Drifton to Monticello.

Drifton .....	0.0	Monticello .....	4.1		
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## Dunnellon to Inglis.

Dunnellon .....	0.0	Mahaska .....	7.0	Station B .....	11.0
Rockwell .....	3.0	Station A.....	8.0	Inglis .....	15.0



Tampa to St. Petersburg.

Tampa .....	0.0	Tarpon Springs Junction....	15.4	Baskin .....	38.3
Ybor City.....	1.9	Bridgeport .....	23.0	Indian Beach Junction.....	38.0
Gary .....	2.6	Espiritu Santo Springs.....	26.2	Woodrow .....	39.4
Parker .....	5.3	Dellwood .....	26.7	Oakhurst .....	41.8
Hardee .....	5.8	Coachman .....	28.7	Seminole .....	42.9
Gulf Coast Junction.....	7.6	Clearwater .....	33.0	Tyrone .....	46.5
Sulphur Springs.....	8.0	Bellaire .....	34.3	Davista .....	48.9
Goldstein .....	9.7	Largo .....	36.6	Gulfport .....	50.9
Lake View.....	11.5	Annona .....	37.0	St. Petersburg.....	54.5

Tarpon Springs Junction to Tarpon Springs.

Tarpon Springs Junction....	0.0	Cosme .....	5.0	Kimbrough .....	15.2
Lynn .....	1.0	Lake Fern.....	8.6	Lake Villa .....	18.0
Spivey .....	1.9	Gulf Pine.....	10.0	Tarpon Springs.....	21.0
Citrus Park.....	2.8	Keystone Colony.....	14.0		

Lake Villa to Port Richey.

Lake Villa.....	0.0	Elfers .....	4.6	Port Richey.....	7.2
Sans Souci.....	4.0				

# SEABOARD AIR LINE RAILWAY—Continued.

## Bradentown to Arcadia.

Bradentown .....	0.0	Verna .....	21.4	Lacy .....	39.0
Bradentown Junction.....	1.0	Parmelee .....	24.5	Pine Level.....	40.6
Manatee .....	1.3	Myakka City.....	28.5	Tryon .....	42.4
East Manatee.....	3.2	East Myakka .....	29.4	Nocatee Junction.....	44.1
Alsace .....	5.1	Manatee Lumber Co. Siding.	30.2	Belgium .....	47.0
Adalake .....	8.6	Edgeville .....	32.7	C. H. & N. Crossing.....	49.6
Lorraine .....	12.9	Parkton .....	35.2	Arcadia .....	50.3

# GEORGIA SOUTHERN AND FLORIDA RAILWAY.

## Palatka to Valdosta.

Palatka .....	0.0	Theresa .....	32.5	Winfield .....	80.0
A. C. L. Junction.....	1.0	Hampton .....	36.4	Suwannee Valley .....	82.8
Woodburn .....	7.6	Sampson City.....	42.1	White Springs.....	86.3
Carraway .....	10.6	New River.....	46.8	Winn .....	89.7
Baywood .....	13.0	Lake Butler.....	53.1	Genoa .....	93.2
Florahome .....	16.9	Guilford .....	58.1	Jasper .....	103.8
Grandin .....	18.9	Lulu .....	63.7	Avoca .....	109.9
Putnam Hall.....	21.5	Jefferson .....	67.0	Jennings .....	115.3
Lake Geneva.....	26.1	Watertown .....	73.3	Melrose, Ga.....	118.8
Brooklyn .....	28.2	Lake City.....	77.4	Valdosta, Ga.....	134.4

Jacksonville to Macon.

14—R. R. Com.

Jacksonville .....	0.0	Kent .....	22.7	Ewing .....	56.2
J. & S. W. Crossing.....	3.6	St. George.....	26.9	Valdosta, Ga.....	110.1
Hoyt .....	5.1	Clarking .....	31.8	Tifton, Ga.....	156.6
King's Grove.....	7.5	Moniac .....	38.7	Macon, Ga.....	261.8
Plummer .....	11.4	Baxter .....	39.5		
Crawford .....	17.7	Eddy .....	45.6		

TAMPA & JACKSONVILLE RAILWAY.

Sampson City.....	0.0	Rocky Point.....	25.7	Hickman .....	41.5
Graham .....	4.5	Hailes Siding.....	28.3	Southside .....	42.4
Louise .....	5.8	Wacahoota .....	29.3	Dungarvin .....	43.4
Cyril .....	7.0	Lisman .....	30.0	Irvine .....	45.0
Bellamy .....	11.5	Clyatts .....	32.6	Williams Siding.....	46.0
Ellithorpe .....	16.0	Kirkwood .....	33.3	Fort Drane.....	46.3
A. C. L. Crossing.....	19.0	Tacoma .....	34.4	Fairfield .....	48.0
Gainesville .....	20.0	Micanopy .....	36.7	Cara .....	51.5
S. A. L. Crossing.....	20.3	Tusawilla .....	39.2	Melton .....	52.5
Cannon's .....	24.5	Simonton .....	39.9	Emathla .....	56.0

# LIVE OAK, PERRY & GULF RAILROAD.

Live Oak.....	0.0	Mayo Junction.....	20.7	Perry .....	44.0
S. A. L. Crossing.....	1.0	Day .....	22.0	Springdale .....	47.0
Starr .....	6.5	Silo .....	25.0	Pershing .....	48.0
Mercer .....	8.5	27-Mile Post .....	27.0	Hampton Springs.....	49.0
Newburn .....	10.0	Townsend .....	28.0	Murat Junction.....	54.0
Lancaster .....	14.0	Smith .....	33.0	59-Mile Post.....	59.0
Dowling Park.....	17.0	Fenholloway .....	38.0	Waylonzo .....	60.0
Chancey .....	18.0	Blue Creek Junction.....	40.0	Loughridge .....	64.0

## Mayo Branch.

Mayo Junction.....	0.0	Peterson .....	7.8	Alton .....	14.3
Dell .....	4.8	Mayo .....	12.0		

# LOUISVILLE & NASHVILLE RAILROAD.

## Pensacola to River Junction.

Pensacola .....	0.0	Delaco .....	57.0	Caryville .....	100.0
Bohemia .....	6.0	Deerland .....	59.0	Long Pine .....	104.0
Gull Point .....	7.0	Claroy .....	61.0	Yette .....	107.0
Yniestra .....	8.0	Lobes .....	62.0	Bonifay .....	108.0
Escambia .....	9.0	Mossy Head .....	66.0	Chipley .....	117.0
Mulat .....	13.0	Grandan .....	71.0	Aycock .....	123.0
Pace Junction .....	13.0	Bear Head .....	73.0	Cottondale .....	126.0
Harp .....	14.0	Danzig .....	73.0	Simla .....	128.0
Galt City .....	17.0	Tervin .....	79.0	Jarl .....	135.0
Bagdad Junction .....	19.0	Dixons .....	79.0	Marianna .....	136.0
Milton .....	20.0	DeFuniak Springs .....	79.0	Lulaton .....	138.0
Bayou Siding .....	21.0	Arnait .....	83.0	Oxton .....	139.0
Harold .....	30.0	Argyle .....	84.0	Roky .....	141.0
Yabbo .....	38.0	Summerville .....	85.0	Criglar .....	142.0
Holts .....	39.0	Ponce de Leon .....	91.0	Cypress .....	146.0
Galliver .....	41.0	Burnell .....	93.0	Grand Ridge .....	150.0
Zorid .....	43.0	Valle .....	93.0	Inwood .....	152.0
Milligan .....	46.0	Yarzo .....	95.0	Sneads .....	156.0
Crestview .....	50.0	Westville .....	97.0	River Junction .....	161.0

## Crestview to Florida.

Crestview .....	0.0	Campton .....	10.0	Laurel Hill .....	17.0
Auburn .....	5.0	Okaloo .....	13.0	Svea .....	21.0
Labro .....	6.0	Pineway .....	14.0	Florida .....	27.0
Garden City .....	7.0	Schulman .....	15.0		



# LOUISVILLE & NASHVILLE—Continued.

## Graceville to Esto.

Graceville .....	0.0	Wynnlum .....	5.0	Esto .....	8.0
Eleanor .....	3.0	Noma .....	7.0		

## Alabama Division.

Graceville .....	0.0	Noma .....	6.7	Georgiana, Ala.....	100.1
Eleanor .....	3.0	High Note.....	11.6	Montgomery, Ala.....	159.4

# APALACHICOLA NORTHERN RAILROAD.

## River Junction to Port St. Joe.

River Junction.....	0.0	Causey .....	31.0	Buck's Still.....	66.6
Dolan .....	7.9	Clio .....	31.7	Beverly .....	67.6
Hardaway .....	8.5	Adrem .....	33.0	Borrow Pit.....	69.6
Greensboro .....	12.7	Trump .....	33.9	Draw Bridge .....	75.5
Juniper .....	14.6	Liberty .....	34.2	Franklin .....	76.5
Guest .....	17.1	Deerhunt .....	37.7	Apalachicola .....	79.5
Sedalia .....	17.3	Vilas .....	39.5	Wye .....	82.5
Elmira .....	18.9	South Vilas.....	40.2	Tilton .....	83.5
Eddy .....	19.0	Central City.....	42.5	Odena .....	92.0
Millman .....	21.6	Wilma .....	46.0	Nulsen .....	95.0
Lowrey .....	23.5	Criglar .....	48.0	Niles .....	99.3
Hosford .....	26.9	Sumatra .....	56.0	Port St. Joe.....	102.3
Evans .....	29.3	Coline .....	60.0		
Telogia .....	29.5	Fort Gadsden .....	62.5		

# ATLANTA & ST. ANDREWS BAY RAILWAY COMPANY.

St. Andrews .....	0.00	Saunders .....	27.03	Welchton .....	58.80
Panama City.....	2.79	Sherman .....	30.05	Jacobs .....	60.92
Millville Junction.....	5.06	Fountain .....	31.19	Campbellton .....	64.73
Mill Bayou.....	9.46	Betts .....	34.51	State Line (Siding).....	68.27
Bayou George.....	13.29	Econfina .....	37.00	Madrid .....	70.66
Majette .....	15.07	Compass Lake.....	39.55	Hodgesville .....	73.68
Galco .....	17.58	Round Lake .....	43.93	Keyton .....	75.90
Cairo .....	18.27	Alford .....	46.74	Memphis .....	78.25
Nixon .....	20.35	Steele City.....	48.55	Carmichael .....	80.24
Youngstown .....	23.33	Cottondale .....	53.78	Dothan .....	84.14

## GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabelle .....	0.0	Raker Mill.....	31.0	Gibson .....	62.0
Lanark .....	5.0	Hilliardville .....	36.0	Havana .....	67.0
MacIntyre .....	13.0	Helen .....	38.0	Hinson .....	68.0
Curtis Mills.....	16.0	Spring Hill.....	40.0	Jamieson .....	71.0
Sopchoppy .....	19.0	S. A. L. Junction.....	49.0	Bainbridge, Ga.....	90.0
Ashmore .....	21.0	Tallahassee .....	50.0	Arlington, Ga.....	129.0
Millgrove .....	26.0	Saxon .....	54.0	Cuthbert, Ga.....	156.0
Arran .....	29.0	Lake Jackson.....	59.0		

## Quincy Branch.

Havana .....	0.0	Littman .....	7.0	Quincy .....	11.0
Florence .....	5.0	Cory .....	9.0		

# SOUTH GEORGIA RAILWAY

Ga.-Fla. State Line.....	0.00	Spray .....	10.14	Boyd .....	33.73
Lovett .....	1.49	Greenville .....	13.43	Perry .....	38.91
Maysland .....	3.67	Sirmans .....	22.01	Hampton Springs .....	44.41
Wilson's Crossing .....	6.11	Shady Grove .....	26.67		
Dennett .....	8.56	Lake Bird .....	29.29		

(Figures from I. C. C. Valuation Measurements.)

# GEORGIA & FLORIDA RAILWAY.

Madison .....	0.0	Pinetta .....	10.4	Valdosta, Ga.....	28.0
Hanson .....	7.3	Olympia, Ga.....	14.6		

# CHARLOTTE HARBOR AND NORTHERN RAILWAY.

S. Boca Grande.....	0.0	Arcadia .....	48.9	Baird .....	81.2
Boca Grande.....	2.3	Bunker .....	51.7	Cottman .....	83.2
Gasparilla .....	5.3	Kinsey .....	57.4	Chicora .....	86.3
Placida .....	8.0	Limestone .....	58.9	Bradley Junction.....	89.1
McCall .....	15.6	Bridges .....	62.1	Martin Junction.....	93.6
Southland .....	17.6	Rector .....	67.1	Pierce .....	92.3
Murdock .....	23.5	Ona .....	66.9	Tiger Bay.....	92.1
Mars .....	25.5	Vandolah .....	69.3	Achan .....	93.8
Platt .....	33.9	Ft. Green Springs.....	74.7	Ridgewood .....	98.6
Ft. Ogden .....	36.9	Ft. Green.....	76.5	South Mulberry .....	96.7
Hull .....	39.6	Kalum .....	78.5	Mulberry .....	96.9
Nocatee .....	44.7	Ft. Green Junction.....	80.0		

# PENSACOLA, MOBILE & NEW ORLEANS RAILWAY.

Pensacola .....	0.0	Millview Junction.....	6.29	Millview .....	7.29
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# PENSACOLA, MOBILE & NEW ORLEANS RAILWAY.

Millview Junction.....	0.0	Klondyke .....	6.3	Muscogee .....	15.3
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# OCKLAWAHA VALLEY RAILROAD.

Ocala .....	0.0	Daisy .....	14.4	Rodman Junction.....	41.7
Silver Springs Junction....	3.8	Ft. McCoy.....	18.8	Rodman .....	43.9
Silver Springs .....	5.8	Bay Lake.....	26.8	Stokely .....	48.1
Oak Junction .....	7.8	Orange Springs.....	30.8	O. N. Junction.....	52.1
Burbank .....	13.1	Kenwood .....	35.4	Palatka .....	53.7

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# TAVARES & GULF.

Tavares .....	0.0	West Apopka.....	15.0	Tildenville .....	27.5
Ellsworth Junction.....	3.5	Montverde .....	18.0	Brayton .....	28.5
Astatula .....	7.5	Waits Junction .....	21.0	Winter Garden.....	29.0
Heatons .....	10.5	Killarney .....	24.5	Ocoee .....	31.4
Bear Spring.....	13.0	Oakland .....	26.5		

# Waits Junction to Clermont.

Waits Junction .....	0.0	Mohawk .....	3.0	Clermont .....	6.0
Crenshaw .....	1.0	Minneola .....	4.5		

# MARIANNA & BLOUNTSTOWN RAILROAD.

Marianna .....	0.0	Cox .....	13.5	Sharpston .....	35.0
Oak Dale.....	4.9	Altha .....	15.8	Gaskins Siding.....	40.0
Simsville .....	7.5	Blountstown .....	26.7	Scotts Ferry .....	42.0
Rock Creek.....	9.0	Old Blountstown .....	29.0		
Sink Creek.....	11.3	Flowers Still.....	31.0		



# FLORIDA EAST COAST RAILWAY.

## Jacksonville to Key West.

Jacksonville .....	0.0	Dupont .....	90.1	Rockledge .....	174.6
South Jacksonville .....	1.3	Harwood .....	97.6	Bonaventure .....	179.4
Bowden .....	4.6	Volusia .....	99.0	Bugbee .....	182.7
Sunbeam .....	9.4	Tomoka .....	101.4	Eau Gallie .....	189.8
Greenland .....	12.8	Hotel Junction .....	104.0	Sarno .....	190.7
Bayard .....	15.2	Ormond Hotels .....	105.3	Melbourne .....	194.2
Durbin .....	20.6	Ormond .....	104.2	Tillman .....	197.5
Woodland .....	24.2	Holly Hill .....	107.0	Malabar .....	199.9
Sampson .....	27.3	Daytona .....	109.7	Valkaria .....	203.0
Magnolia Grove .....	31.5	Blake .....	112.5	Grant .....	205.6
Baker Siding .....	34.8	Port Orange .....	114.7	Micco .....	209.2
St. Augustine .....	36.7	Spruce Creek .....	119.5	Roseland .....	212.4
Dean Siding .....	37.3	Turnbull Bay .....	121.3	Sebastian .....	214.5
Hurds .....	44.2	New Smyrna .....	124.6	Wabasso .....	219.3
Elkton .....	47.1	Hawks Park .....	127.1	Quay .....	221.9
Armstrong .....	49.0	Hucomer .....	131.2	Gifford .....	225.5
Holy Branch .....	51.1	Oak Hill .....	136.4	Vero .....	227.8
Hastings .....	53.7	Lyrata .....	143.5	Oslo .....	231.1
Orange Mills .....	57.4	East Mims .....	150.3	Viking .....	234.6
East Palatka .....	61.4	Titusville .....	154.4	St. Lucie .....	238.9
San Mateo Junction .....	62.8	Indian River .....	157.6	Ft. Pierce .....	241.6
Yelvington .....	66.6	Pritchards .....	157.7	White City .....	246.3
Roy .....	68.8	Siwashe .....	162.6	Eldred .....	247.2
Dinner Island .....	76.4	Frontenac .....	165.4	Ankona .....	249.0
Neoga .....	81.2	Sharpes .....	167.4	Walton .....	252.4
Espanola .....	82.3	City Point .....	169.3	Eden .....	254.4
Bunnell .....	86.6	Cocoa .....	173.1	Jensen .....	256.8

**FLORIDA EAST COAST RAILWAY—Continued.**  
Jacksonville to Key West.

Rio .....	258.8	Hallandale .....	350.6	Key Largo .....	417.3
Gosling .....	260.5	Ojus .....	353.3	Rock Harbor .....	424.4
Stuart .....	261.4	Fulford .....	354.7	Tavernier .....	431.0
Salerno .....	266.5	Arch Creek .....	357.4	Plantation .....	434.1
Fruita .....	268.7	Biscayne .....	359.0	Quarry .....	438.6
Gomez .....	272.2	Little River .....	360.6	Islamorada .....	440.1
Hobe Sound .....	274.7	Lemon City .....	361.8	Central Supply .....	440.0
Likely .....	277.8	Buena Vista .....	363.2	Indian Key .....	445.2
Tropic .....	279.3	Miami .....	365.6	Crevalo .....	447.6
Jupiter .....	283.3	Cocoanut Grove .....	370.9	Cooks Siding .....	450.6
Prairie .....	290.5	Larkin .....	373.8	Crescent .....	455.1
Riveria .....	295.3	Kendal .....	376.4	Long Key .....	457.3
West Palm Beach .....	299.0	Benson .....	378.6	Toms Harbor .....	461.7
Royal Poinciana .....	299.7	Keys .....	379.5	Grassy .....	464.4
Breakers .....	300.3	Rockdale .....	380.2	Vaca .....	470.9
Lake Worth .....	306.2	Perrine .....	381.6	Marathon .....	474.1
Lantana .....	308.3	Peters .....	382.5	Knights Key Dock .....	476.8
Hypoluxo .....	309.4	Goulds .....	385.8	Bahia Honda .....	485.1
Boynton .....	312.2	Black Point .....	386.7	Spanish Harbor .....	488.7
Delray .....	316.9	Princeton .....	387.7	Big Pine .....	491.9
Yamato .....	321.0	Naranja .....	389.4	Ramrod Key .....	495.8
Boca Ratone .....	324.5	Modello .....	391.5	Cudjoo .....	499.9
Deerfield .....	327.0	Homestead .....	393.9	Sugarloaf .....	502.9
Pompano .....	333.1	Florida City .....	395.6	Chase .....	506.0
Colohatchee .....	338.3	Wooddall Siding .....	401.6	Big Cappitt .....	512.2
Fort Lauderdale .....	341.2	Everglade .....	408.3	Stock Island .....	518.5
Dania .....	345.9	Jewfish .....	415.4	Key West .....	522.0

# FLORIDA EAST COAST RAILWAY—Continued.

## New Smyrna to Orange City Junction.

New Smyrna .....	0.0	Indian Spring.....	10.0	Twin Oaks.....	24.4
Glencoe .....	3.2	Rogers .....	15.5	Orange City.....	25.5
Bond's New Spur.....	4.6	Bond's Spur.....	17.6	Orange City Junction.....	27.6
Briggsville .....	8.2	Lake Helen.....	20.7		

## Titusville to Enterprise Junction.

Titusville .....	0.0	Aurantia .....	9.4	Osteen .....	29.5
Lagrange .....	2.1	Maytown .....	16.8	Garfield .....	33.8
Mims .....	4.3	Cow Creek.....	21.2	Enterprise .....	36.3
Turnbull .....	7.5	Farmton .....	23.5	Enterprise Junction.....	40.1
Turnbull Junction.....	8.0	Kalamazoo .....	27.0		

## Jacksonville to Mayport.

Jacksonville .....	0.0	Center Park .....	10.7	Atlantic Beach.....	20.3
South Jacksonville.....	1.3	San Pablo .....	14.6	Manhattan Beach.....	22.6
St. Nicholas.....	2.7	Pablo Beach.....	17.3	Burnside Beach.....	23.0
Springs Glen.....	4.1	Manatee Avenue.....	18.0	East Mayport .....	23.9
Hogan .....	6.1	Cashens .....	19.2	Mayport .....	25.4

## East Palatka to San Mateo.

East Palatka.....	0.0	Howard's Ridge.....	2.6	San Mateo .....	4.1
San Mateo Junction.....	1.4				

# East Palatka to Palatka.

East Palatka.....	0.0	Water Street, Palatka.....	2.1	Palatka Station.....	2.7
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# New Smyrna to Okeechobee.

New Smyrna.....	0.0	Pocataw .....	47.1	Lokosee .....	99.9
Creighton .....	9.5	Wewahootee .....	51.5	Yeehaw .....	106.1
Maytown .....	17.6	Salofka .....	59.1	Osowaw .....	112.6
St. Johns River.....	23.8	Tohopkee .....	64.9	Fort Drum.....	118.9
Olacypco .....	24.1	Holopaw .....	71.2	Hilolo .....	122.9
Geneva .....	28.8	Ilahaw .....	79.8	Efaw .....	127.7
Chuluota .....	35.9	Nittaw .....	84.7	Opal .....	131.8
Lake Pickett.....	39.4	Kenansville .....	90.0	Osceola .....	135.4
Bithlo .....	42.2	Apoxsee .....	96.1	Okeechobee .....	139.1

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# FELLSMERE RAILROAD.

Sebastian .....	0.0	River Bridge.....	4.5	Fellsmere .....	9.9
Kitching .....	3.7				

# ANDALUSIA, FLORIDA & GULF RAILROAD.

Galliver .....	0.0	Hilton .....	10.0	Mountain City.....	20.0
Baker .....	6.0	Blackman .....	15.0	Wing .....	24.0
Givens Junction.....	9.0	Blackman Junction.....	16.0	Falco, Ala.....	25.0



# OCALA & SOUTHWESTERN RAILROAD.

Ocala .....	0.0	Ray .....	6.0	Martel .....	23.0
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## BIRMINGHAM, COLUMBUS & ST. ANDREWS RAILROAD COMPANY.

### Chipley to South Port.

Chipley .....	0.0	Macom .....	16.0	Gothic .....	27.0
Washington .....	5.0	Tiller .....	19.0	Lake Meriel.....	30.0
Everett .....	8.5	Greenhead .....	20.5	Vicksburg .....	34.5
Wausau .....	11.0	Riverside .....	22.0	South Port.....	38.0

## GULF, FLORIDA AND ALABAMA RAILWAY.

Pensacola .....	0.0	Cantonment .....	17.9	Earnestville .....	34.5
West Pensacola.....	3.7	Muscogee .....	21.8	McKinnonville .....	35.9
Goulding Spur .....	5.7	Gateswood Junction.....	25.2	Buck Eye .....	41.9
Roberts .....	13.3	Barrineau Park .....	28.6	Walnut Hill.....	43.5
Gonzales .....	15.1	Tenile .....	31.3	Pine Forest.....	47.3

## MADISON SOUTHERN RAILWAY.

Madison .....	0.0	Lillian .....	5.0	Waco .....	7.0
Weston .....	4.0	Alamo .....	6.0		



# PELHAM & HAVANA RAILROAD.

Havana, Fla.....	0.0	Calvary, Ga.....	9.0	Gradyville, Ga.....	21.0
Hinson, Fla.....	2.0	Reno, Ga.....	14.0	Cairo, Ga.....	24.0
Darsey, Fla.....	5.0	Cranford, Ga.....	18.0		

# GULF COAST RAILWAY.

Venice .....	0.0	Longleaf .....	6.0	Manasota .....	9.0
Arunah .....	3.0				

# STATISTICS

WRECKS AND ACCIDENTS REPORTED  
CALENDAR YEAR 1920.

NAME OF RAILROAD.	Engine Equipment	Car Equipment	Track	Negligence or Carelessness of Employees	Collisions, All Causes	Derailments, Cause Unknown	Personal Accidents, Employees	Personal Accidents, Trespassers	Automobiles and Wagens Struck	Miscellaneous	Damage to Equipment	Damage to Track	Employees Killed	Employees Injured	Others Killed	Others Injured
Atlantic Coast Line Railroad.....	1		1	2	1	1			1		\$ 13,715	612	2	4	7	14
Apalachicola Northern Railroad.....										1	620	243				
Atlanta & St. Andrews Bay Railway.....			19								507	660				
Florida, Central & Gulf Railway.....								1								
Florida East Coast Railway.....	2	22	1	2		4		6	3	1	34,635	8,616	1	1	1	
Georgia Southern & Florida Railway.....		1			1					1	8,500	850		5		
Georgia, Florida & Alabama Railway.....		1	3	1	1						2,505	513		1		
Louisville & Nashville Railroad.....		1			2				2	5	1,552	75		6		9
Live Oak, Perry & Gulf R. R.....		1									250	150				
Marianna & Blountstown R. R.....								1								
Seaboard Air Line Railway.....	1	19	2	5	9	9	6	7	7	6	50,870	7,017	4	22	12	17
St. Johns River Terminal Co.....					1			1							1	
Tavares & Gulf Railroad.....		1	16			1					1,385	795		3		1
Tampa & Gulf Coast Railroad.....			1								25	150				
Totals .....	4	46	43	10	15	17	6	16	13	14	\$114,564	\$ 19,681	7	42	30	41

STATISTICS OF TELEGRAPH-CABLE COMPANIES, CALENDAR YEAR 1919.  
PLANT MILEAGE, ENTIRE COMPANY AND STATE OF FLORIDA.

15—R. R. Com.

NAME OF ACCOUNT	WEST. UNION TEL. CO.*		POSTAL TEL.-CABLE CO.	
	Entire System	State of Florida	Entire System	State of Florida
Miles of pole line .....	215,650	3,647	6,109.48	566
Miles of bare copper wire .....	474,116	5,758	27,633.92	490
Miles of other bare wire .....	789,937	14,390	17,388.15	1,469.50
Miles of covered wire .....	1,264,053	.....	.....	.....
Total miles aerial wire .....	2,743,756	23,795	51,131.55	2,525.50
Miles of wire in aerial cable .....	44,542	.....	745.25	.....
Miles of wire in underground cable .....	87,502	.....	1,663.99	.....
Miles of wire in submarine cable .....	31,664	.....	65.13	.....

\*Includes jointly owned property and that on railroad right of way.

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STATISTICS OF TELEGRAPH-CABLE COMPANIES, CALENDAR YEAR  
1919.  
GENERAL BALANCE SHEET—ENTIRE COMPANY.

ITEMS.	Western Union Telegraph Co.	Postal Telegraph- Cable Co.
<b>ASSETS.</b>		
Plant and equipment .....	*\$162,774,999.28	\$ 50,000.00
Construction in progress .....	7,731,716.21	.....
Investment in securities .....	11,935,921.64	.....
Long-term advances .....	1,180,000.00	.....
Working assets and accrued income .....	45,018,663.59	2,781,998.96
Deferred debit items .....	1,340,155.74	.....
Total assets .....	\$229,981,451.46	\$ 2,831,998.96
<b>LIABILITIES.</b>		
Capital stock .....	\$ 99,786,726.66	\$ 50,000.00
Capital stock of subsidiary comp's. ....	1,781,875.00	.....
Funded debt .....	31,994,000.00	.....
Working and accrued liabilities....	28,041,264.10	836,738.01
Deferred credit items .....	34,583,626.47	1,950,600.00
Profit and loss .....	33,793,959.23	† 5,339.05
Total liabilities .....	\$229,981,451.46	\$ 2,831,998.96

\*Includes \$2,505,405.31 deposit with Farmers Loan and Trust Co.

†Deficit.

STATISTICS OF TELEGRAPH-CABLE COMPANIES, CALENDAR YEAR  
1919.  
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY.

	Western Union Telegraph Co.	Postal Telegraph- Cable Co.
Balance at beginning of year ....	\$ 30,947,549.02	†\$ 8,144.60
Balance from current year's income .....	11,285,321.04	2,805.55
Miscellaneous credits .....	779,791.18	.....
Miscellaneous debits .....	† 2,236,230.01	.....
Dividend appropriations .....	† 6,982,472.00	.....
Balance at Dec. 31, 1919 .....	33,793,959.23	† 5,339.05

†Debit balances.



STATISTICS OF TELEGRAPH-CABLE COMPANIES, CALENDAR YEAR  
1919.  
INCOME ACCOUNT, ENTIRE COMPANY.

	Western Union Telegraph Co.	Postal Telegraph- Cable Co.
Operating Income:		
Telegraph and cable operating rev.	\$102,577,813.68	\$ 2,623,417.92
Telegraph and cable operating exp.	79,392,426.18	2,559,221.95
Net operating revenue .....	\$ 23,185,387.50	\$ 64,195.97
Uncollectable revenue .....	\$ 441,481.00	\$ 7,683.67
Taxes .....	4,973,004.00	53,706.75
Total deductions .....	\$ 5,414,485.00	\$ 61,390.42
Operating Income .....	\$ 17,770,902.50	\$ 2,805.55
Non-operating income .....	1,504,333.63	.....
Gross income .....	\$ 19,275,236.13	\$ 2,805.55
Deductions from gross income ....	5,505,121.97	.....
Net income .....	\$ 13,770,114.16	\$ 2,805.55
Appropriations of net income ....	\$ 2,484,793.12	.....
Profit and loss balance .....	\$ 11,285,321.04	\$ 2,805.55

STATISTICS OF TELEGRAPH-CABLE COMPANIES, CALENDAR YEAR 1919.  
OPERATING REVENUE, ENTIRE COMPANY AND STATE OF FLORIDA.

	WESTERN UNION TELEGRAPH COMPANY				POSTAL TELEGRAPH-CABLE COMPANY			
	Entire Company	State of Florida			Entire System	State of Florida		
		Intrastate	Interstate	Total		Intrastate	Interstate	Total
Revenue from transmission telegraph:								
Commercial telegraph tolls	\$74,805,418.34	\$317,889.91	\$817,034.39	\$1,134,924.30	\$1,793,263.62	\$20,682.05	\$166,682.94	\$187,364.99
Telegraph tolls and cable messages	2,759,473.23		8,304.00	8,304.00	88,957.76		3,216.02	3,216.02
Government telegraph tolls	2,678,551.62				71,969.57	2,381.36	3,793.94	6,175.30
Press telegraph tolls	1,791,033.24	10,162.13	6,331.68	16,493.81	34,252.93	473.13	418.93	892.06
Money transfer tolls	1,450,825.33	6,013.71	20,259.06	26,272.77	9,669.22		1,139.42	1,139.42
Stock and commercial news revenue	1,975,999.24		5,272.80	5,272.80	28,547.33		452.54	452.54
Other telegraph transmission revenue					10,672.66		747.51	747.51
Telephone transmission tolls—Debit	527,108.09							
Total transmission revenue-telegraph	\$84,934,192.91	\$334,065.75	\$857,201.93	\$1,191,267.68	\$2,037,333.09	\$23,536.54	\$176,451.30	\$199,987.84
Revenue from transmission cables:								
Commercial cable tolls	\$14,152,159.04							
Government cable tolls	666,022.05							
Press cable tolls	662,375.30							
Other cable transmission revenue								
Total cable transmission revenue	\$15,480,556.39							
Revenue other than transmission:								
Rents from leased wires	\$ 1,098,309.86	\$ 113.50	\$ .....	\$ 113.50	\$ 8,923.92	\$ .....	\$ 227.00	\$ 227.00
Rents from other operated property	405,242.81	7,437.47		7,437.47	18,134.18		597.11	597.11
Money transfer premiums	825,895.22	2,935.28	9,882.52	12,817.80	6,303.29		700.08	700.08
Messenger service revenue	683,391.35	1,317.58		1,317.58	1,123.44			
Time service revenue	581,007.56		7,059.09	7,059.09				
Other non-transmission revenue	449,227.51	319.18	2,937.58	3,256.76	551,600.00			
Total non-transmission revenues	\$ 4,043,074.31	\$ 12,123.01	\$ 19,879.19	\$ 32,002.20	\$ 586,084.83		\$ 1,524.19	\$ 1,524.19
Contract revenues—Dr.	\$ 1,880,009.93							
Grand total	102,577,813.68	\$346,188.76	\$877,081.12	\$1,223,269.88	\$2,623,417.92	\$23,536.54	\$177,975.49	\$201,512.03

STATISTICS OF TELEGRAPH-CABLE COMPANIES, CALENDAR YEAR 1919.  
OPERATING EXPENSES, ENTIRE COMPANY AND STATE OF FLORIDA

NAME OF ACCOUNT	WEST. UNION TEL. CO.		POSTAL TEL. CABLE CO.	
	Entire Company	State of Florida	Entire Company	State of Florida
Maintenance:				
Supervision of maintenance .....	\$ 1,806,406.71	\$ 24,164.40	\$ 4,891.24	\$ 147.49
Repairs of office equipment .....	2,080,521.99	16,484.19	16,239.77	871.11
Repairs aerial plant .....	4,794,705.42	55,458.07	283,084.97	21,968.55
Repairs underground plant .....	212,627.87	.....	1,124.87	11.19
Repairs ocean cables .....	1,420,400.00	.....	.....	.....
Repairs buildings and grounds .....	252,803.05	.....	.....	.....
Testing and regulating .....	3,386,796.46	58,483.32	22,931.84	105.00
Minor rents for property .....	521,865.22	1,035.75	18,213.60	1,809.44
Depreciation of plant and equipment .....	5,513,657.10	76,456.84	575,000.00	.....
Extraordinary depreciation .....	32,326.31	17.66	.....	.....
Other maintenance expenses .....	130,815.79	.....	.....	.....
Repairs charged reserves—Credit .....	.....	.....	.....	.....
Total Maintenance .....	19,891,294.34	232,100.23	921,486.29	24,912.78
Conducting Operations:				
Supervision .....	6,845,023.69	114,865.33	335,621.17	24,847.94
Operators .....	23,393,687.46	287,381.34	476,025.99	28,714.02
Telegraph and Cable office clerks .....	7,661,138.85	95,331.37	228,479.29	14,554.91
Messenger service expenses .....	6,136,991.52	71,446.16	207,843.00	14,373.40
Operating power .....	595,133.85	12,334.33	12,152.20	1,058.04
Rent of telegraph and cable offices .....	3,080,873.19	31,541.20	107,431.94	9,269.66
Telegraph and cable office stationery and printing .....	2,400,667.54	35,510.20	44,306.32	1,219.02
Operators' schooling .....	782,504.16	4,269.88	.....	.....
Rest and lunch rooms .....	96,563.81	2,610.18	.....	.....
Miscellaneous telegraph and cable office expenses .....	2,349,861.71	35,508.25	22,473.42	2,719.32
Obtaining stock and commercial news .....	161,314.47	3,539.80	766.84	.....
Telephone company service .....	518,828.78	2,345.66	16,394.20	1,241.63
Commissions .....	960,523.93	9,888.39	45,880.47	5,884.37
Advertising and soliciting .....	241,845.22	3,310.45	14.20	.....
Traffic damages .....	133,448.32	1,543.40	222.14	12.88
Other expenses .....	998,743.08	965.58	95,208.06	1,780.54
Total Conducting Expenses .....	56,357,149.55	712,391.52	1,587,819.24	105,675.78

STATISTICS OF TELEGRAPH-CABLE COMPANIES, CALENDAR YEAR 1918.  
OPERATING EXPENSES—ENTIRE COMPANY AND STATE OF FLORIDA.

	WEST UNION TEL. CO.*		POSTAL-TEL. CABLE CO.	
	Entire Company	State of Florida	Entire Company	State of Florida
General Expenses:				
Salaries of general officers .....	157,346.03	2,830.67	10,485.47	423.32
Salaries of general office clerks .....	822,808.61	14,342.47	11,832.44	484.52
Expenses of general officers and clerks .....	58,534.95	1,410.40	1,803.41	71.95
General stationery and printing .....	60,364.35	884.39	647.95	22.60
Other general office supplies and expenses .....	126,097.73	1,835.24	7,456.31	308.43
General law expenses .....	267,676.26	4,066.00	1,984.22	339.23
Insurance .....	45,250.55	441.37	.....	.....
Accidents and damages .....	28,736.89	11.77	1,449.49	31.00
Law expenses connected with damages .....	142,053.74	1,516.76	11,363.53	109.43
Relief department and pensions .....	1,015,361.61	1,479.92	2,893.60	28.92
Valuation expenses .....	223,990.61	3,072.41	.....	.....
Other general expenses .....	195,760.96	1,076.95	.....	.....
Total general expenses .....	3,143,982.29	32,968.35	49,916.42	1,819.46
Grand Total .....	\$79,392,426.18	\$ 977,460.10	\$ 2,559,221.95	\$ 132,408.02

STATISTICS OF TELEGRAPH-CABLE COMPANIES, CALENDAR YEAR 1919.  
MESSAGE STATISTICS AND NUMBER OF OFFICES, ENTIRE COMPANY AND STATE OF FLORIDA.

CLASS OF MESSAGES	Western Union Tel Co.		Postal Tel.-Cable Co.	
	Entire *Company	State of Florida	Entire Company	State of Florida
Day messages .....	7,117,900			
Night messages .....	459,400		3,704,546	348,367
Day letters ....	689,900			
Night letters .....	1,604,900		427,202	67,921
Government messages .....	260,000			
Money order transfer messages .....	137,700		38,639	4,039
Press messages .....	540,100			
Total .....	10,809,900		4,170,387	420,327
Note: Number of offices operated within State of Florida not gives by Western Union Telegraph Co.				
CLASS OF OFFICES				
Independent Offices:				
Main .....	2,513	72	211	27
Branch .....	1,103	27	51	2
Joint Offices:				
With railways .....	21,504	307	256	4
With telegraph-cable companies .....				
With telephone companies .....	39			
Total number of offices .....	25,159	406	518	33



STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1919.  
COMPARATIVE GENERAL BALANCE SHEET—ENTIRE COMPANY—

TABLE NO. 1.

ASSETS.	American Rail- way Express Company
Real property and equipment .....	\$ 33,284,724.07
Miscellaneous physical property .....	.....
Investments in stocks .....	1,059,500.00
Investments in bonds .....	14,000,243.00
Time deposits and U. S. certificates of indebtedness....	30,210,741.86
Cash .....	85,076.50
Special deposits .....	2,327.82
Loans and notes receivable .....	239,354.75
Traffic balances receivable .....	8,483,958.45
Receivable from agents and messengers.....	18,579,049.60
Miscellaneous accounts receivable .....	1,473,124.02
Material and supplies .....	126,621.44
Interest, dividends and rents receivable .....	36,767.69
Working fund advances .....	.....
Other current assets .....	.....
Deferred assets .....	.....
Rents and insurance paid in advance.....	345,932.53
Taxes paid in advance .....	67,902.39
Other unadjusted debits .....	199,576.81
Total assets .....	\$108,194,900.93
<b>LIABILITIES</b>	
Capital stock contracted for and issued .....	\$ 23,155,900.00
Capital stock contracted for and not issued .....	11,486,209.64
Traffic balances payable .....	223,571.95
Audited accounts and wages unpaid .....	5,983,761.59
Miscellaneous accounts payable .....	5,555,296.89
Unpaid money orders, checks and drafts.....	.....
Express privilege liabilities .....	37,158,558.62
Estimated tax liability .....	1,097,674.65
Other current liabilities .....	4,496,028.45
Deferred liabilities .....	51,999.47
Operating and insurance reserves .....	15,110,813.11
Accrued depreciation—Buildings .....	539,830.28
Accrued depreciation—equipment .....	3,240,429.71
Accrued depreciation—Miscellaneous .....	.....
Other unadjusted credits .....	94,826.57
Profit and loss .....	.....
Total liabilities .....	\$108,194,900.93

STATEMENT OF EXPRESS COMPANIES—CALENDAR YEAR 1919.  
INVESTMENT IN REAL PROPERTY AND EQUIPMENT—ENTIRE COMPANY AND STATE OF FLORIDA—TABLE NO. 2.

ACCOUNT.	American Railway Express Co.	
	Entire Company	State of Florida
Land .....	\$ 4,929,436.02	\$ 17,931.41
Buildings and appurtenances on land owned .....	8,201,621.18	26,918.66
Buildings and appurtenance on land not owned .....	2,065,098.28	90,407.88
Improvements to buildings not owned .....	3,108,476.20	10,826.73
Cars .....	878,870.13	.....
Horses .....	3,108,476.92	23,837.54
Automobiles .....	5,294,686.29	23,604.68
Wagons and sleighs .....	1,983,700.65	10,755.25
Harness equipment .....	437,164.92	4,985.50
Office furniture and equipment .....	2,366,684.76	35,720.13
Office safes .....	370,510.21	7,366.58
Trucks .....	1,319,338.74	25,909.83
Stable equipment .....	21,160.32	79.30
Garage equipment .....	144,651.07	438.92
Line equipment .....	482,461.71	4,344.51
Shop equipment .....	501,802.19	32.09
Miscellaneous equipment .....	1,385,463.29	37.78
Total real property and equipment .....	\$ 33,284,724.07	\$ 283,196.79

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1919.  
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY—TABLE NO. 3.

ITEM.	American Rail- way Express Company
Balance at December 31, 1918 .....	\$ .....
Balance from current year's income .....	†24,209,296.22
Profit on property and equipment sold .....	8,546.71
Unrefundable overcharges .....	56,420.59
Miscellaneous credits .....	24,156,718.56
Miscellaneous debits .....	12,389.64
Balance at December 31, 1919 .....	\$ .....
†Deficit.	

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1919.  
INCOME ACCOUNTS—ENTIRE COMPANY—TABLE NO. 4.

ITEM.	American Rail- way Express Company
Operating Income:	
Charges for transportation .....	\$285,905,405.40
Express privileges—Debtor .....	143,429,819.72
Revenue from transportation .....	142,475,585.68
Revenue from other than transportation .....	8,560,310.29
Total operating revenue .....	151,035,895.97
Operating expenses .....	174,081,557.13
Net operating revenue .....	23,045,661.16
Uncollectible revenue .....	45,054.70
Taxes .....	2,015,229.82
Operating income .....	†25,105,945.68
Other Income:	
Rent from property and equipment used jointly .....	400.08
Miscellaneous rent income .....	424,212.98
Car mileage .....	.....
Net income miscellaneous physical property .....	.....
Dividend income .....	.....
Income from funded securities .....	75,250.51
Income from unfunded securities and accounts .....	592,840.88
Miscellaneous income .....	.....
Total other income .....	\$ 1,092,704.45
Gross income .....	†24,013,241.23
Deductions from Gross Income:	
Rents for real property and equipment used jointly .....	477.29
Miscellaneous rents .....	191,268.58
Miscellaneous taxes .....	.....
Interest on unfunded debt .....	4,309.12
Miscellaneous debits .....	.....
Total deductions .....	196,054.99
Net income .....	†\$24,209,296.22
†Deficit.	

STATISTICS OF EXPRESS COMPANY, CALENDAR YEAR 1919.  
OPERATING REVENUE—ENTIRE COMPANY AND STATE OF FLORIDA—TABLE NO. 5.

NAME OF ACCOUNT.	American Railway Express Company.			
	Entire Company.	State of Florida.		
		Intra-state	Inter-state	Total.
Transportation :				
Express, domestic .....	\$285,887,889.38	\$ 1,184,063.15	\$ 1,573,383.11	\$ 2,757,446.26
Express, foreign .....	17,516.02	612.65	814.09	1,426.74
Miscellaneous .....				
Total Transportation .....	\$285,905,405.40	\$ 1,184,675.80	\$ 1,574,197.20	\$ 2,758,873.00
Contract Payments :				
Express privileges—debit .....	\$143,429,819.72	\$ 593,926.07	\$ 789,208.97	\$ 1,383,135.04
Revenue from Transportation .....	142,475,585.68	590,749.73	784,988.23	1,375,737.96
Other than Transportation :				
Customs brokerage fees .....	\$ 145,967.25	\$ .....	\$ .....	\$ .....
Order and commission .....	8,908.11	.....	.....	.....
Rents of buildings and other property .....	459,529.81	661.28	878.72	1,540.00
Money orders .....	.....	.....	.....	.....
C. O. D. checks .....	2,074,430.73	1,367.62	1,817.33	3,184.95
Travelers checks .....	.....	.....	.....	.....
Profit and exchange .....	4,916.20	.....	.....	.....
Valuation charges .....	.....	.....	.....	.....
Miscellaneous .....	5,866,558.19	9,735.30	12,936.56	22,671.86
Total other than Transportation .....	\$ 8,560,310.29	\$ 11,764.20	\$ 15,632.61	\$ 27,396.81
Grand Total Operating Revenues .....	\$151,035,895.97	\$ 602,513.93	\$ 800,620.84	\$ 1,403,134.77

OPERATING EXPENSES ENTIRE COMPANY AND STATE OF  
FLORIDA—TABLE NO. 6.

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1919.

ACCOUNTS	American Railway Express Co.	
	Entire Company	State of Florida
Maintenance expenses .....	\$ 9,942,032.80	\$ 92,361.46
Traffic expenses .....	244,611.35	2,272.48
Transportation expenses .....	157,400,012.98	1,462,246.12
General expenses .....	6,494,900.00	60,337.62
Totals .....	\$174,081,557.13	\$ 1,617,217.68



STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1919.  
RAILROAD AND ELECTRIC LINE MILEAGE COVERED AND TAXES  
PAID BY STATES—ENTIRE CO.—TABLE NO. 7

STATE AND TERRITORY.	American Ry. Express Co.	
	Railroad and Electric Lines Mileage Operated	Taxes Paid
Alabama .....	4,378	\$ 13,153.58
Alaska .....	3,754	123.36
Arizona .....	2,128	18,457.62
Arkansas .....	4,638	27,985.11
California .....	8,788	127,411.71
Colorado .....	4,967	26,398.95
Connecticut .....	1,012	31,609.30
Delaware .....	316	2,144.31
District of Columbia .....	34	2,597.84
Florida .....	4,474	32,628.98
Georgia .....	6,854	22,117.79
Hawaii .....	159	343.13
Idaho .....	2,811	7,954.41
Illinois .....	11,737	83,406.76
Indiana .....	7,027	48,726.70
Iowa .....	10,521	25,991.08
Kansas .....	9,427	43,668.91
Kentucky .....	3,410	15,109.06
Louisiana .....	4,570	39,271.32
Maine .....	2,021	32,466.97
Maryland .....	2,810	14,554.39
Massachusetts .....	2,069	31,401.77
Mexico .....	1,031	7,125.47
Michigan .....	8,166	80,205.24
Minnesota .....	8,316	109,948.17
Mississippi .....	4,009	11,549.89
Missouri .....	8,114	90,194.23
Montana .....	4,922	30,050.84
Nebraska .....	6,174	68,178.41
Nevada .....	2,104	1,681.90
New Hampshire .....	1,210	4,681.36
New Jersey .....	2,191	82,469.48
New Mexico .....	2,849	4,556.14
New York .....	8,463	157,581.85
North Carolina .....	4,465	20,622.38
North Dakota .....	5,250	62,754.46
Ohio .....	9,487	123,060.84
Oklahoma .....	6,310	23,333.03
Oregon .....	3,262	8,602.87
Pennsylvania .....	9,572	42,607.60
Rhode Island .....	214	3,576.78
South Carolina .....	3,325	23,274.50
South Dakota .....	4,288	21,385.23
Tennessee .....	3,581	12,312.83
Texas .....	15,617	165,986.20
Utah .....	2,080	9,397.17
Vermont .....	932	13,755.25
Virginia .....	4,854	66,911.87
Washington .....	6,292	75,453.76
West Virginia .....	2,640	13,155.32
Wisconsin .....	7,091	13,887.16
Wyoming .....	1,842	7,135.44
Dominion of Canada .....	2,822	.....
British Columbia .....	.....	3,040.32
Canal Zone .....	.....	49.80
Cuba .....	.....	62.52
Manitoba .....	.....	2,198.92
Ontario .....	.....	8,144.97
Quebec .....	.....	2,291.35
United States Government .....	.....	13,516.92
Total assignable .....	249,388	\$ 2,015,229.82
*Unassignable .....	28,849	.....
Grand total .....	278,237	\$ 2,015,229.82

†Credit.

\*Includes 24,457 miles unassignable coastwise steamship lines, and 4,392 transoceanic.

## NAME OF ROAD.

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Andalusia, Florida & Gulf Ry. (5).  
 Apalachicola Northern R. R. Co. (2).  
 Atlanta & St. Andrews Bay Ry. Co. (4) (1).  
 Atlantic Coast Line R. R. Co. (3) (1).  
 Birmingham, Columbus & St. Andrews R. R. Co. (2).  
 Charlotte Harbor & Northern Ry. (2).  
 East & West Coast Ry. (3).  
 Fellsmere R. R. (2).  
 Florida, Alabama & Gulf Ry. (4) (1).  
 Florida East Coast Ry. (3).  
 Georgia & Florida Ry. (3) (1).  
 Georgia, Florida & Alabama Ry. (3) (1).  
 Georgia Southern & Florida Ry. (3) (1).  
 Gulf, Florida & Alabama Ry. (2) (1).  
 Jacksonville Terminal Company (3).  
 Live Oak, Perry & Gulf R. R. (4).  
 Louisville & Nashville R. R. (3) (1).  
 Madison Southern Ry. (2).  
 Marianna & Blountstown R. R. (4).  
 Ocala Southwestern R. R. (2).  
 Oklawaha Valley R. R. (2).  
 Pelham & Havana R. R. (4) (1).  
 Pensacola Mobile & New Orleans Ry. (1).  
 Port St. Joe Dock & Terminal Co. (2).  
 Seaboard Air Line Ry. (3) (1).  
 South Georgia Ry. (4) (1).  
 Standard & Hernando R. R. (3).  
 St. Johns River Terminal Co. (3).  
 Tampa & Gulf Coast R. R. (3).  
 Tampa & Jacksonville Ry. (2).  
 Tampa Northern R. R. (3).  
 Tampa Union Station Co. (3).  
 Tavares & Gulf R. R. (2).

- (1)—Roads located partly within the State of Florida. All other roads are located entirely in Florida.  
 (2)—Roads operated independent of U. S. Government.  
 (3)—Road operated by U. S. Railroad Administration.  
 (4)—Roads under co-operative contract with U. S. Government.  
 (5)—Purchased Florida, Alabama & Gulf R. R. October 16, 1919.
-

RAILROAD STATISTICS—CALENDAR YEAR 1919.  
MILEAGE OPERATED—ENTIRE LINE—TABLE NO. 2.

NAME OF ROAD.	Miles of Road	Miles of Second Main Track	Miles of Yard Track and Sidings	Total
Apalachicola Northern R. R. Co. ....	99.12		16.16	115.28
Atlanta & St. Andrews Bay Ry. Co. ....	84.64		8.08	92.72
Atlantic Coast Line R. R. Co. ....	4,893.65	345.12	1,107.34	6,346.11
Birmingham, Columbus & St. Andrews R. R. ....	38.00		3.97	41.97
Charlotte Harbor & Northern Ry. ....	112.68		23.94	136.62
East & West Coast Ry. ....	50.63		5.16	55.79
Fellsmere R. R. ....	10.68		2.12	12.80
*Florida, Alabama & Gulf R. R. ....	25.50		4.84	30.34
Florida East Coast Ry. ....	764.75		213.32	978.07
Georgia & Florida Ry. ....	348.10		41.44	389.54
Georgia, Florida & Alabama Ry. ....	192.86		23.44	216.30
Georgia Southern & Florida Ry. ....	402.05		112.79	514.84
Gulf, Florida & Alabama Ry. ....	156.61		15.70	172.31
Jacksonville Terminal Co. ....	4.83		26.33	31.16
Live Oak, Perry & Gulf R. R. ....	83.88		9.46	93.34
Louisville & Nashville R. R. ....	5,040.83	401.63	2,221.38	7,663.84
Madison Southern Ry. ....	6.70		.80	7.50
Marianna & Blountstown R. R. ....	43.56		.99	44.55
Ocala Southwestern R. R. ....	6.00		.29	6.29
Ocklawaha Valley R. R. ....	54.00			54.00
Pelham & Havana R. R. ....	25.00		1.00	26.00
Pensacola, Mobile & New Orleans Ry. ....	47.12		3.87	50.99
Port St. Joe Dock & Terminal Co. ....	.72		.71	1.43
Seaboard Air Line Ry. ....	3,563.21	25.31	1,032.36	4,620.88
South Georgia Ry. ....	81.60		9.41	91.01
Standard & Hernando R. R. ....	29.10		13.79	42.89
St. Johns River Terminal Co. ....	7.35		28.08	35.43
Tampa & Gulf Coast R. R. ....	86.72	1.32	21.63	109.67
Tampa & Jacksonville Ry. ....	56.00		2.00	58.00
Tampa Northern R. R. ....	62.69	1.32	14.14	78.15
Tampa Union Station Co. ....	1.38		.25	1.63
Tavares & Gulf R. R. ....	33.95		2.37	36.32
Totals .....	16,413.91	774.70	4,967.16	22,155.77

\*Purchased by Andalusia, Florida & Gulf Ry. Oct. 16, 1919.

## RAILROAD STATISTICS—CALENDAR YEAR 1919.

\*MILEAGE OPERATED (EXCLUSIVE OF YARD TRACKS), STATE OF FLORIDA—TABLE NO. 3.

NAME OF ROAD.	LINE OWNED.		Lines of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under-Contract.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.
	Main Line.	Branches and Spurs.						
Apalachicola Northern R. R. Co.....	95.62	3.06	.....	.....	.....	.44	99.12	.....
Atlanta & St. Andrews Bay Ry. ....	66.00	.....	.....	2.64	.....	.....	68.64	.....
Atlantic Coast Line R. R. ....	948.46	799.20	35.84	.....	.....	9.85	1,793.35	13.12
Birmingham, Columbus & St. Andrews R. R..	38.00	.....	.....	.....	.....	.....	38.00	.....
Charlotte Harbor & Northern Ry. ....	95.36	14.16	.....	.....	.....	3.16	112.68	.....
East & West Coast Ry. ....	48.06	.....	.....	.....	.....	2.57	50.63	.....
Fellsmere R. R. ....	10.68	2.01	.....	.....	.....	.11	12.80	.....
*Florida, Alabama & Gulf Ry. ....	20.00	.....	.....	.....	.....	.....	20.00	.....
Florida East Coast Ry. ....	522.17	233.91	.....	4.83	.....	3.84	764.75	.....
Georgia & Florida Ry. ....	13.38	.....	.....	.....	.....	.....	13.38	.....
Georgia, Florida & Alabama Ry. ....	73.07	11.23	.....	.....	.....	.....	84.30	.....
Georgia Southern & Florida Ry. ....	152.91	.....	.....	.....	.....	9.76	162.67	.....
Gulf, Florida & Alabama Ry. ....	45.13	3.09	.....	.....	.....	.....	48.22	.....
Jacksonville Terminal Co. ....	4.83	.....	.....	.....	.....	.....	4.83	.....
Live Oak, Perry and Gulf R. R. ....	62.85	21.03	.....	.....	.....	.....	83.88	.....
Louisville & Nashville R. R. ....	216.75	28.70	.....	.....	.....	1.08	246.53	.....
Madison Southern Ry. ....	6.70	.....	.....	.....	.....	.....	6.70	.....
Marianna & Blountstown R. R. ....	28.56	.99	.....	15.00	.....	.....	44.55	.....
Ocala Southwestern R. R. ....	6.00	.29	.....	6.00	.....	11.00	23.29	.....
Ocklawaha Valley R. R. ....	47.00	.....	.....	.....	7.00	.....	54.00	.....
Pelham & Havana R. R. ....	5.70	.....	.....	.....	.....	.....	5.70	.....
Pensacola, Mobile & New Orleans Ry. ....	31.30	.....	.....	.....	.....	.....	31.30	.....
Port St. Joe Dock & Terminal Co. ....	.72	.....	.....	.....	.....	.....	.72	.....
Seaboard Air Line Ry. ....	988.60	39.34	7.25	.....	1.46	.....	1,036.65	.....
South Georgia Ry. ....	13.60	.....	.....	30.98	.....	.....	44.58	.....
Standard & Hernando R. R. ....	29.10	.....	.....	.....	.....	.....	29.10	.....
St. Johns River Terminal Co. ....	7.35	.....	.....	.....	.....	2.16	9.51	2.78
Tampa & Gulf Coast R. R. ....	47.48	31.11	.....	.....	.....	8.13	86.72	.....



Tampa & Jacksonville Ry. ....	56.00	.....	.....	.....	.....	56.00	.....
Tampa Northern R. R. ....	46.44	12.30	.....	.....	2.57	1.38	62.69
Tampa Union Station Co. ....	1.38	.....	.....	.....	.....	.....	1.38
Tavares & Gulf R. R. ....	28.02	5.93	.....	.....	.....	3.39	37.34
Total .....	3,757.22	1,206.35	43.09	59.45	11.03	56.87	5,134.01
							15.90

\*See note Table 1 and 2.



STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1919.  
 \*FEDERAL GOVERNMENT GENERAL BALANCE SHEET—ENTIRE LINE—TABLE NO. 5.

ITEM.	Atlantic Coast Line R. R. Co.	East and West Coast Railway	Florida East Coast Railway	Georgia and Florida Railway
<b>ASSETS.</b>				
Miscellaneous investments	\$ 837,515.98		\$ 72,852.14	\$ .....
Cash, demand loans, drafts and deposits	4,187,986.95	17,132.44	1,214,367.62	72,444.55
Loans and bills receivable			890.80	.....
Traffic and car service balances	462,965.45	293.14	116,933.24	6,475.56
Net balances receivable from agents and conductors	990,878.03	1,327.49	109,941.33	8,693.32
Miscellaneous accounts receivable	3,142,746.65	3,578.49	417,499.91	34,030.61
Inter-road clearing account	1,186,318.01		1,184,949.35	.....
Material and supplies	6,359,752.69	494.14	1,167,036.06	185,283.37
Interest, dividends and rents receivable				.....
Other current assets	318,502.66			10,226.83
Working fund advances	32,281.85		4,950.00	209.30
Other deferred assets			90.67	.....
Company deferred assets		14,858.88		286,731.02
Rents and insurance premiums paid in advance				.....
Other unadjusted debits	1,269,991.51	365.53	1,092,701.55	55,639.86
W. G. McAdoo, director general of railroads				.....
Company unadjusted debits			4,197,491.85	19,451.65
Total assets	\$ 18,788,939.78	38,050.11	9,579,704.52	679,186.07
<b>LIABILITIES.</b>				
Traffic and car service balances payable	\$ 813,608.14		8,593.65	8,150.10
Audited accounts and wages payable	3,100,851.25	11,014.06	1,227,328.13	146,998.64
Miscellaneous accounts payable	863,453.67	2,448.93	20,000.59	50,811.78
Inter-road clearing account	58,307.41		274,032.09	.....
Interest matured unpaid				.....
Unmatured rents accrued				.....
Other current liabilities		1,711.65		.....
Other deferred liabilities				.....
Company deferred liabilities	627,397.34	497.42	930.03	.....
Tax liability				290,562.71
Operating reserves	1,105,521.38	7,914.12	1,500.00	.....
Accrued depreciation—Road	326,947.96			.....
Accrued depreciation—Equipment		1,070.88	353,294.48	14,293.29

Other unadjusted credits .....	3,782,078.07	2,459.24	1,468,482.20	12,973.84
Company unadjusted credits .....	.....	23,710.48	2,916,221.74	566,013.80
Profit and loss .....	7,586,010.56	†12,776.67	3,309,321.61	†410,618.09
Total liabilities .....	\$ 18,788,939.78	\$ 38,050.11	\$ 9,579,704.52	\$ 679,186.07

†Deficit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1919.  
 \*FEDERAL GOVERNMENT GENERAL BALANCE SHEET—ENTIRE LINE—TABLE NO. 5—Continued.

ITEM.	Georgia, Florida & Alabama Ry.	Georgia South- ern & Florida Railway	Jacksonville Terminal Co.	Louisville & Nashville R.R.
<b>ASSETS</b>				
Miscellaneous investments .....	\$ 15,320.00	\$ 4,836.25	\$ .....	\$ 368,867.39
Cash, demand loans, drafts and deposits .....	55,702.06	328,819.03	78,810.35	2,860,033.07
Loans and bills receivable .....	.....	.....	.....	9,187.55
Traffic and car service balances .....	2,735.98	59,072.40	.....	2,380,354.39
Net balances receivable from agents and conductors .....	3,656.52	65,736.02	.....	853,673.59
Miscellaneous accounts receivable .....	3,853.01	235,206.36	351,626.49	4,376,308.79
Inter-road clearing account .....	38,116.28	.....	.....	1,968,194.92
Material and supplies .....	52,834.90	457,824.36	*33,505.15	11,788,088.31
Interest, dividends and rents receivable .....	.....	.....	.....	.....
Other current assets .....	.....	28,600.83	.....	.....
Working fund advances .....	336.44	884.41	.....	14,664.70
Other deferred assets .....	.....	.....	.....	5,409.78
Company deferred assets .....	206,703.56	.....	.....	.....
Rents and insurance premiums paid in advance .....	.....	284.71	.....	.....
Other unadjusted debits .....	19,222.44	273,302.35	.....	1,202,364.91
W. G. McAdoo, director general of railroads .....	20,941.43	.....	.....	.....
Company unadjusted bills .....	.....	.....	.....	.....
Total assets .....	\$ 419,422.71	\$ 1,454,566.72	\$ 396,931.69	\$ 25,827,147.40
<b>LIABILITIES.</b>				
Traffic and car service balances payable .....	\$ 5,769.96	\$ 13,482.54	\$ .....	\$ 808,741.89
Audited accounts and wages payable .....	67,282.68	359,426.58	336,376.69	8,170,869.94
Miscellaneous accounts payable .....	3,517.11	44,937.54	.....	648,321.74
Inter-road clearing account .....	49,094.35	93,210.40	.....	198,412.09
Interest matured unpaid .....	.....	.....	.....	.....
Unmatured rents accrued .....	.....	.....	.....	.....
Other current liabilities .....	.....	121,182.68	.....	9,134.81
Other deferred liabilities .....	14,575.00	427.44	.....	793,441.25
Company deferred liabilities .....	228,316.28	.....	.....	.....
Tax liability .....	3,648.42	5,840.50	.....	1,788,733.63

Operating reserves .....		37,177.39		
Accrued depreciation—Road .....				
Accrued depreciation—Equipment .....	10,262.48			
Other unadjusted credits .....	6,606.32		1,481.64	
Company unadjusted credits .....	160,000.00	355,314.92	59,073.36	848,208.91
Profit and loss .....	†129,649.89	423,506.73		12,561,283.14
Total liabilities .....	\$ 419,422.71	\$ 1,454,566.72	\$ 396,931.69	\$ 25,827,147.40

\*Credit.

†Deficit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1919—(Continued.)  
 \*FEDERAL GOVERNMENT GENERAL BALANCE SHEET—ENTIRE LINE—TABLE NO. 5—(Continued.)

ITEM.	Seaboard Air Line Railroad	Standard and Hernando Railroad	St. Johns River Terminal Company	Tampa and Gulf Coast Railway
<b>ASSETS.</b>				
Miscellaneous investments .....	77,184.11			
Cash, demand loans, drafts and deposits .....	2,442,989.22	58,288.74	58,097.65	36,868.99
Loans and bills receivable .....				
Traffic and car service balances .....	261,385.16			
Net balances receivable from agents and conductors .....	302,859.14	674.68	5,695.75	4,536.13
Miscellaneous accounts receivable .....	3,148,040.78	6,693.00	57,837.62	23,788.11
Inter-road clearing account .....	716,420.98		2,277.18	
Material and supplies .....	3,540,306.43	* 470.00	26,897.66	7,394.59
Interest, dividends and rents receivable .....	32,765.69			
Other current assets .....	111,427.49			
Working fund advances .....	33,092.12		50.00	78.45
Other deferred assets .....	21,477.54	6.40		1,026.25
Company deferred assets .....	11,140,099.82	19,414.64		
Rents and insurance premiums paid in advance .....	* 746.05			91,113.15
Other unadjusted debits .....	7,728,644.44	3,813.78	80,847.61	23,151.06
W. G. McAdoo, Director General of Railroads .....				
Company unadjusted bills .....				
Total Assets .....	29,555,946.87	88,421.24	231,703.47	187,956.73
<b>LIABILITIES.</b>				
Traffic and car service balances payable .....	\$ 110,531.83	\$ 17,183.44	\$ 952.80	\$ 126,326.93
Audited accounts and wages payable .....	2,486,435.29	20,509.07	97,007.47	84,952.95
Miscellaneous accounts payable .....	455,808.55	104,980.17	1,450.38	272,978.06
Inter-road clearing account .....	753,858.59		25,642.18	
Interest matured unpaid .....				
Unmatured rents accrued .....	33,185.20			
Other current liabilities .....	16,690.05			
Other deferred liabilities .....	264,366.60		263.75	101.24
Company deferred liabilities .....	9,821,375.97	18,318.99		60,062.22
Tax liability .....	241,174.53	9,925.67		9,825.71
Operating reserves .....				
Accrued depreciation—road .....				
Accrued depreciation—equipment .....				



Other unadjusted credits .....	1,227,675.41	7,189.44	.....	3,922.09
Company unadjusted credits .....	7,416,551.99	4,138.85	2,700.71	13,504.93
Profit and loss .....	6,728,292.86†	93,824.39	103,686.18†	383,718.40
Total Liabilities .....	\$ 29,555,946.87	\$ 88,421.24	\$ 231,703.47	\$ 187,956.73

\*Credit.

†Deficit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1919—(Continued.)  
 \*FEDERAL GOVERNMENT GENERAL BALANCE SHEET—ENTIRE LINE—TABLE NO. 5—(Continued.)

ITEM.	Tampa Northern Railroad	Tampa Union Station Company	Total
<b>ASSETS.</b>			
Miscellaneous investments .....	\$ .....	\$ .....	\$ 1,376,575.87
Cash, demand loans, drafts and deposits .....	84,490.90	11,902.17	11,507,933.74
Loans and bills receivable .....	.....	.....	10,078.35
Traffic and car service balances .....	5,767.51	1.20	3,295,984.03
Net balances receivable from agents and conductors .....	1,768.89	141.57	2,349,582.46
Miscellaneous accounts receivable .....	24,965.31	1,154.24	11,827,329.37
Inter-road clearing account .....	.....	.....	5,096,276.72
Material and supplies .....	5,396.21	.....	23,557,333.66
Interest, dividends and rents receivable .....	.....	10,692.80	43,458.49
Other current assets .....	21.75	.....	468,858.01
Working fund advances .....	2,035.72	.....	89,530.79
Other deferred assets .....	.....	.....	26,984.39
Company deferred assets .....	70,395.40	30,600.77	11,859,917.24
Rents and insurance premiums paid in advance .....	.....	700.00	238.66
Other unadjusted debits .....	8,076.55	.....	11,758,121.59
W. G. McAdoo, director general of railroads .....	.....	.....	.....
Company unadjusted bills .....	.....	.....	4,237,884.93
Total assets .....	\$ 202,918.24	\$ 55,192.75	\$87,506,088.30
<b>LIABILITIES.</b>			
Traffic and car service balances payable .....	\$ 110.50	\$ .....	\$1,913,451.78
Audited accounts and wages payable .....	46,307.26	4,872.63	16,160,232.64
Miscellaneous accounts payable .....	57,167.78	.....	2,525,876.80
Inter-road clearing account .....	.....	.....	1,977,321.11
Interest matured unpaid .....	.....	.....	.....
Unmatured rents accrued .....	.....	.....	44,031.66
Other current liabilities .....	.....	.....	137,872.73
Other deferred liabilities .....	.....	.....	1,702,000.07
Company deferred liabilities .....	71,005.23	21,304.71	10,510,946.11
Tax liability .....	16,834.04	2,519.40	3,193,437.40
Operating reserves .....	.....	.....	364,125.35
Accrued depreciation—Road .....	.....	.....	.....

Accrued depreciation—Equipment .....	.....	.....	378,921.13
Other unadjuster credits .....	6,937.40	.....	6,519,806.65
Company unadjusted credits .....	20,866.44	.....	12,386,366.13
Profit and loss .....	†16,310.41	26,496.01	29,691,699.24
Total liabilities .....	\$ 202,918.24	\$ 55,192.75	\$87,506,088.30
†Deficit.			

STATISTICS OF RAILROAD COMPANIES, CALENDAR YEAR 1919.  
INCOME ACCOUNT, ENTIRE LINE—TABLE NO. 6.

NAME OF ROAD	Railway Operating Revenues	Railway Operating Expenses	Net Revenue from Railway Operations	Railway Tax Accruals	Uncollectable Railway Revenues
COMPANIES OPERATED INDEPENDENT OF U. S. GOVERNMENT.					
Apalachicola Northern R. R. Co.....	\$ 244,885.80	\$ 237,759.33	\$ 7,126.47	\$ 19,207.27	\$ 148.56
Birmingham, Columbus & St. Andrews R. R...	40,332.99	37,712.36	2,620.63	2,910.12	.....
Charlotte Harbor & Northern Ry. ....	444,493.39	352,517.79	91,975.60	58,578.05	32.78
Fellsmere R. R. ....	6,475.37	7,831.70 †	1,356.33	3,038.35	.....
Gulf, Florida & Alabama Ry. ....	399,140.21	736,432.51 †	337,292.30	22,437.51	.....
Madison Southern Ry. ....	11,116.25	15,335.31 †	4,218.06	1,292.40	.....
Ocala Southwestern R. R. ....	16,979.10	15,358.57	1,620.53	.....	.....
Ocklawaha Valley R. R. ....	63,842.77	52,230.22	11,612.55	.....	.....
Pensacola, Mobile & New Orleans Ry. ....	28,141.74	28,834.97 †	693.23	5,062.74	.....
Port St. Joe Dock & Terminal Co. ....	320.94	3,666.18 †	3,345.24	525.24	.....
Tampa & Jacksonville Ry. ....	80,247.42	69,152.40	11,095.02	6,628.32	.....
Tavares & Gulf R. R. ....	40,660.52	70,797.24 †	30,136.72	.....	.....
Total .....	1,376,636.50	1,627,628.58 †	250,992.08	119,680.00	181.34
COMPANIES UNDER CO-OPERATIVE CONTRACT WITH U. S. GOVERNMENT.					
Atlanta & St. Andrews Bay Ry. Co. ....	\$ 389,340.62	\$ 373,860.64	\$ 15,479.98	\$ 20,499.84	.....
xAndalusia, Florida & Gulf R. R.....	4,689.56	3,624.54	1,065.02	372.15	.....
Florida, Alabama & Gulf Ry. ....	31,119.88	27,196.56	3,923.32	2,045.30	117.54
Live Oak, Perry & Gulf R. R. ....	275,274.41	223,051.35	52,223.06	19,254.49	39.44
Marianna & Blountstown, R. R. ....	68,244.81	50,923.98	17,320.83	6,600.00	.....
Pelham & Havana R. R. ....	33,102.47	39,938.39 †	9,338.30	.....	.....
South Georgia Ry. ....	299,166.15	215,714.90	83,451.25	17,304.95	1.90
Total .....	1,000,937.90	934,310.36	164,125.16	66,076.73	158.97

## CORPORATE OPERATIONS, FEDERAL CONTROLLED ROADS.

Atlantic Coast Line .....	\$.....	\$ 195,993.49	†\$ 195,993.49	\$ 400,000.00	.....
East & West Coast Ry. ....	.....	2,135.29	† 2,135.29	.....	.....
Florida East Coast Ry. ....	.....	53,411.28	† 53,411.28	* 46,271.70	.....
Georgia & Florida Ry. ....	.....	5,756.42	† 5,756.52	311.53	.....
Georgia, Florida & Alabama Ry. ....	.....	18,680.95	† 18,680.95	.....	.....
Georgia, Southern & Florida Ry. ....	.....	14,119.34	† 14,119.34	9,600.00	.....
Jacksonville Terminal Co. ....	.....	.....	.....	.....	.....
Louisville & Nashville R. R. ....	.....	241,226.76	† 241,226.76	803,649.84	.....
Seaboard Air Line Ry. ....	.....	175,441.79	† 175,441.79	394.40	.....
Standard & Hernando R. R. ....	.....	2,008.40	† 2,008.40	.....	.....
St. Johns River Terminal Co. ....	.....	.....	.....	.....	.....
Tampa & Gulf Coast R. R. ....	.....	3,815.39	† 3,815.39	.....	.....
Tampa Northern R. R. ....	.....	4,046.54	† 4,046.54	.....	.....
Tampa Union Station Co. ....	.....	.....	.....	.....	.....
Total .....	.....	716,635.75	716,635.75	1,167,684.07	.....

## FEDERAL GOVERNMENT INCOME OF CONTROLLED ROADS.

Atlantic Coast Line R. R. ....	\$ 63,559,015.27	\$ 53,499,911.01	\$ 10,059,104.26	\$ 2,510,000.00	\$ 19,548.45
East & West Coast Ry. ....	60,683.73	69,328.68	† 8,644.95	8,280.00	.....
Florida East Coast Ry. ....	10,121,222.30	8,260,615.90	1,860,606.40	440,279.40	2,674.32
Georgia & Florida Ry. ....	998,345.92	1,386,833.60	† 388,487.68	57,798.98	780.64
Georgia, Florida & Alabama Ry. ....	791,672.43	849,809.99	† 58,137.56	39,737.18	2,106.70
Georgia, Southern & Florida Ry. ....	4,371,501.27	4,121,923.85	252,577.42	188,553.13	970.44
Jacksonville Terminal Co. ....	p 63,864.99	p 761,520.60	.....	51,376.65	.....
Louisville & Nashville R. R. ....	107,514,965.74	92,544,137.84	14,970,827.90	3,008,063.75	8,563.91
Seaboard Air Line Ry. ....	41,183,532.43	37,465,817.12	3,717,715.31	1,619,792.81	6,512.95
Standard & Hernando R. R. ....	66,554.68	122,791.00	† 56,236.32	9,620.98	.....
St. Johns River Terminal Co. ....	p 85,989.79	p 423,528.51	.....	35,336.45	.....
Tampa & Gulf Coast R. R. ....	229,036.45	429,194.48	† 200,158.03	12,638.65	43.91
Tampa Northern R. R. ....	155,909.34	169,868.24	† 13,958.90	21,258.16	.....
Tampa Union Station Co. ....	p 4,930.31	.....	.....	4,887.30	.....
Total .....	\$229,055,439.56	\$198,920,231.71	\$ 30,135,207.85	\$ 8,007,623.44	\$ 41,201.32

\*Credit.

xPurchased properties of Florida, Alabama &amp; Gulf R. R. Co. October 16, 1919.

p—Operating revenues and expenses liquidated through debits and credits to operation of joint terminal facilities.

†Deficit.



STATISTICS OF RAILROAD COMPANIES, CALENDAR YEAR 1919—Continued.  
 \* INCOME ACCOUNT, ENTIRE LINE—TABLE No. 6.—(Continued.)

NAME OF ROAD	Railway Operating Income	Net Income Miscellaneous Operations	Non-operating Income	Federal Government Guarantee	Gross Income	Int. and Other Deductions from Gross Income
COMPANIES OPERATED INDEPENDENT OF U. S. GOVERNMENT.						
Apalachicola Northern R. R. Co. ....	†\$12,229.36	\$.....	\$ 8,163.77	\$.....	†\$4,065.59	\$ 111,779.11
Birmingham, Columbus & St. Andrews R. R. ....	†289.49	.....	.....	.....	†289.49	6,841.34
Charlotte Harbor & Northern Ry. ....	33,364.77	.....	22,511.11	.....	55,875.88	23,851.91
Fellsmere R. R. ....	†4,394.68	.....	.....	.....	†4,394.68	.....
Gulf, Florida & Alabama Ry. ....	†359,729.81	.....	1,816.65	.....	†357,913.16	177,265.64
Madison Southern Ry. ....	†5,511.46	.....	618.25	.....	†4,893.21	1,512.65
Ocala Southwestern R. R. ....	1,620.53	.....	.....	.....	1,620.53	5,577.33
Ocklawaha Valley R. R. ....	11,612.55	.....	2,519.79	.....	14,132.34	4,456.19
Pensacola, Mobile & New Orleans Ry. ....	†5,755.97	.....	.....	.....	†5,755.97	.....
Port St. Joe Dock & Terminal Co. ....	†3,870.48	.....	†403.84	.....	†4,274.32	8,489.37
Tampa & Jacksonville Ry. ....	4,466.70	.....	.....	.....	4,466.70	32,163.13
Tavares & Gulf R. R. ....	†30,136.72	.....	.....	.....	†30,136.72	38,723.84
Totals .....	†370,853.42	.....	35,225.73	.....	†335,627.69	410,620.51
COMPANIES UNDER CO-OPERATIVE CONTRACT WITH U. S. GOVERNMENT.						
Atlanta & St. Andrews Bay Ry. Co. ....	†\$5,019.86	\$.....	\$ 1,010.70	\$.....	†\$4,009.16	\$ 86,822.62
xAndalusia, Florida & Gulf R. R. ....	692.87	.....	.....	.....	692.87	662.84
Florida, Alabama & Gulf Ry. ....	1,760.48	.....	54.81	.....	1,815.29	33,452.30
Live Oak, Perry & Gulf R. R. ....	32,929.13	.....	21,723.77	.....	54,652.90	48,805.93
Marianna & Blountstown R. R. ....	10,720.83	.....	.....	.....	10,720.83	25,956.51
Pelham & Havana R. R. ....	†6,835.92	.....	.....	.....	†6,835.92	.....
South Georgia Ry. ....	66,144.31	.....	16,574.48	.....	82,718.79	38,633.26
Totals .....	\$100,391.84	\$.....	\$ 39,363.76	\$.....	\$ 139,755.60	\$ 233,833.46
CORPORATE OPERATIONS FEDERAL CONTROLLED ROADS.						
Atlantic Coast Line R. R. ....	†\$595,993.49	\$.....	\$ 3,973,005.08	\$ 10,180,915.15	\$ 13,557,926.74	\$ 6,627,388.54
East & West Coast Ry. ....	†2,135.29	.....	1,051.84	†5,549.82	†6,633.27	33,908.41
Florida East Coast Ry. ....	†7,139.58	.....	†59,329.47	2,477,751.83	2,411,282.78	2,007,125.25

Georgia & Florida Ry. ....	†6,068.05	.....	15,471.91	92,666.62	102,070.48	696,256.92
Georgia, Florida & Alabama Ry. ....	†18,680.95	†7,255.97	2,053.50	57,637.73	33,754.31	126,288.20
Georgia Southern & Florida Ry. ....	†23,719.34	.....	46,022.73	511,457.13	533,760.52	348,196.50
Jacksonville Terminal Co. ....	.....	.....	.....	.....	.....	.....
Louisville & Nashville R. R. ....	†1,044,876.60	.....	2,473,199.72	17,601,345.37	19,029,668.49	9,035,831.89
Seaboard Air Line Ry. ....	†175,836.19	.....	308,676.59	6,920,024.85	7,052,865.25	6,821,541.19
Standard & Hernando R. R. ....	†2,008.40	.....	.....	†12,773.51	†14,781.91	5,716.84
St. Johns River Terminal Co. ....	.....	.....	.....	51,661.28	51,661.28	51,661.28
Tampa & Gulf Coast R. R. ....	†3,815.39	.....	.....	2,360.46	†1,454.93	62,839.39
Tampa Northern R. R. ....	†4,046.54	.....	14,260.15	†22,276.80	†12,063.19	101,086.64
Tampa Union Station Co. ....	.....	.....	.....	14,660.40	14,660.40	12,337.50
Totals .....	†\$1,884,319.82	†\$7,255.97	\$ 6,774,412.05	\$ 37,869,880.69	\$ 42,752,716.95	\$25,930,178.55

FEDERAL GOVERNMENT INCOME OF CONTROLLED ROADS.

Atlantic Coast Line R. R. ....	\$ 7,529,555.81	\$ .....	\$ 981,549.27	\$ .....	\$ 8,511,105.08	\$ 932,418.19
East & West Coast Ry. ....	†16,924.95	.....	494.93	.....	†16,430.02	2,384.05
Florida East Coast Ry. ....	1,417,652.68	.....	122,496.94	.....	1,540,149.62	*71,544.05
Georgia & Florida Ry. ....	†447,067.30	.....	37,328.77	.....	†409,738.53	9,067.78
Georgia, Florida & Alabama Ry. ....	†99,981.44	.....	9,930.12	.....	†90,051.32	3,873.65
Georgia Southern & Florida Ry. ....	63,053.85	.....	134,870.37	.....	197,924.22	149,811.74
Jacksonville Terminal Co. ....	†51,376.65	.....	.....	.....	†51,376.65	.....
Louisville & Nashville R. R. ....	11,954,200.24	.....	1,349,387.18	.....	13,303,587.42	741,997.58
Seaboard Air Line Ry. ....	2,091,409.55	.....	571,384.34	.....	2,662,793.89	973,850.16
Standard & Hernando R. R. ....	†65,857.30	.....	10,830.66	.....	†55,026.64	3,476.82
St. Johns River Terminal Co. ....	†35,336.45	.....	111,834.40	.....	76,497.95	24,688.90
Tampa & Gulf Coast R. R. ....	†212,840.59	.....	9,153.71	.....	†203,686.88	59,398.11
Tampa Northern R. R. ....	†35,217.06	.....	14,558.31	.....	†20,658.75	*928.49
Tampa Union Station Co. ....	†4,887.30	.....	19,091.91	.....	14,204.61	127.65
Totals .....	\$ 22,086,380.09	\$ .....	\$ 3,372,910.91	\$ .....	\$ 25,459,294.00	\$ 2,828,622.09

\*Credit.

xPurchased properties of Florida, Alabama & Gulf R. R. October 16, 1919.

†Deficit.

STATISTICS OF RAILROAD COMPANIES, CALENDAR YEAR 1919—Continued.  
INCOME ACCOUNT, ENTIRE LINE—TABLE NO. 6—(Continued).

NAME OF ROAD.	Appropriations of Income Other Than for Dividends	PROFIT AND LOSS.				
		Current Year Income Balance	Balance at Beginning of Year.	Dividends.	Miscel. Net Debits or Credits.	Balance at Close of Year 1919.
COMPANIES OPERATED INDEPENDENT OF U. S. GOVERNMENT.						
Apalachicola Northern R. R. Co. ....	\$†	115,844.70	\$† 926,152.96	\$.....	\$† 110,050.81	\$† 1,152,048.47
Birmingham, Columbus & St. Andrews R. R. ....	†	7,130.83	5,068.72	.....	.....	2,062.11
Charlotte Harbor & Northern Ry. ....	.....	32,023.97	90,945.04	.....	† 1,820.87	121,148.14
Fellsmere R. R. ....	†	4,394.68	.....	.....	.....	4,394.68
Gulf, Florida & Alabama Ry. ....	†	535,178.80	663,689.07	.....	† 45,306.93	1,244,174.80
Madison Southern Ry. ....	†	6,405.86	21,596.34	.....	† 4,978.75	10,211.73
Ocala Southwestern R. R. ....	†	3,956.80	12,043.67	.....	† 1,097.49	17,097.96
Ocklawaha Valley R. R. ....	.....	9,676.15	5,171.63	.....	.....	14,847.78
Pensacola, Mobile & New Orleans Ry. ....	†	5,755.97	1,421.59	.....	.....	7,177.56
Port St. Joe Dock & Terminal Co. ....	.....	15,713.69	43,655.76	.....	51.74	56,317.71
Tampa & Jacksonville Ry. ....	.....	27,696.43	140,932.62	.....	.....	168,629.05
Tavares & Gulf R. R. ....	.....	68,870.56	634,063.91	.....	† 2,685.15	705,619.62
Total .....	†	746,248.20	2,299,177.85	.....	† 165,888.26	3,211,314.31
COMPANIES UNDER CO-OPERATIVE CONTRACT WITH U. S. GOVERNMENT.						
Atlanta & St. Andrews Bay Ry. Co. ....	†	90,831.78	14,732.70	.....	618.46	75,480.62
Andalusia, Florida & Gulf R. R. Co. ....	.....	30.03	.....	.....	.....	30.03
Florida, Alabama & Gulf Ry. ....	.....	31,637.01	676,700.37	.....	.....	708,337.38
Live Oak, Perry & Gulf R. R. ....	.....	6,346.97	6,647.60	.....	94.95	13,089.52
Marianna & Blountstown R. R. ....	.....	15,235.68	75,753.09	.....	.....	90,988.77
Pelham & Havana R. R. ....	.....	6,835.92	36,787.14	.....	.....	29,951.22
South Georgia Ry. ....	.....	44,085.53	202,847.76	27,405.00	7,723.41	211,804.88
Total .....	†	94,077.86	491,438.26	27,405.00	7,010.00	619,931.12

## CO-OPERATE OPERATIONS FEDERAL CONTROLLED ROADS.

Atlantic Coast Line	\$ 101,161.96	\$ 6,930,538.20	\$ 42,272,821.86	\$ 4,808,993.00	\$ 14,876.28	\$ 44,308,081.38
East & West Coast Ry.		40,541.68	71,193.66			111,735.34
Florida East Coast Ry.		404,157.53	3,069,140.58		82,816.97	3,390,481.14
Georgia & Florida Ry.		594,186.44	3,848,063.13		3,206.62	4,446,056.19
Georgia, Florida & Alabama Ry.		92,533.89	747,016.65		4,543.04	844,093.58
Georgia, Southern & Florida Ry.		185,564.02	2,009,665.53	88,400.00	55,356.78	2,162,186.33
Jacksonville Terminal Co.						
Louisville & Nashville R. R.	\$ 89,412.32	9,993,836.60	72,052,708.73	5,040,000.00	24,834.16	76,941,967.17
Seaboard Air Line Ry.		231,324.06	6,548,710.76		52,742.38	6,832,777.20
Standard & Hernando R. R.		20,098.75	62,857.49		179.41	83,135.65
St. Johns River Terminal Co.			42,419.79		1,059.67	41,360.12
Tampa & Gulf Coast R. R.		64,294.32	241,412.20			305,706.52
Tampa Northern R. R.		113,149.83	566,528.38			679,678.21
Tampa Union Station Co.		2,322.90	13,614.25			15,937.15
Total	\$ 190,574.28	\$ 16,822,938.40	\$ 120,386,570.41	\$ 9,937,393.00	\$ 58,113.23	\$ 127,139,664.76

## FEDERAL INCOME OF GOVERNMENT CONTROLLED ROADS.

Atlantic Coast Line R. R.	\$ 7,578,686.89	\$ 12,672,903.56	\$ 7,323.67	\$ 20,258,014.12
East & West Coast Ry.	18,814.07	6,053.57	16.17	12,776.67
Florida East Coast Ry.	1,611,693.67	1,695,077.19	2,550.75	3,309,321.61
Georgia & Florida Ry.	418,806.31	57.43	8,245.65	410,618.09
Georgia, Florida & Alabama Ry.	93,924.97	35,726.87	1.95	129,649.89
Georgia, Southern & Florida Ry.	48,112.48	375,394.25		423,506.73
Jacksonville Terminal Co.				
Louisville & Nashville R. R.	12,561,589.84	22,047,348.43	306.70	34,608,631.57
Seaboard Air Line Ry.	1,688,943.73	4,995,674.74	43,674.39	6,728,292.86
Standard & Hernando R. R.	58,503.46	35,504.22	183.29	93,824.39
St. Johns River Terminal Co.	51,809.05	51,877.13		383,718.40
Tampa & Gulf Coast R. R.	263,084.99	120,633.41		383,718.40
Tampa Northern R. R.	19,730.26	3,419.85		16,310.41
Tampa Union Station Co.	14,076.96	11,994.65	424.40	26,496.01
Total	\$ 21,682,648.56	\$ 41,667,421.44	\$ 62,081.23	\$ 64,411,751.23

†Debit.



**STATISTICS OF RAILED COMPANIES, CALENDAR YEAR 1919.**  
**OPERATING REVENUES ENTIRE LINE—TABLE NO. 7.**

NAME.	Freight.	Passenger.	Excess Baggage.	Mail.
Aputachicola Northern R. R. Co. ....	\$ 157,202.62	\$ 61,702.70	\$ 139.66	\$ 4,727.03
xAndalusia, Florida & Gulf R. R. Co. ....	3,780.26	680.30	.....	215.00
Atlanta & St. Andrews Bay Ry. Co. ....	232,538.93	133,198.09	611.96	5,601.90
Atlantic Coast Line R. R. Co. ....	40,842,112.20	18,448,220.73	127,862.43	766,988.81
Birmingham, Columbus & St. Andrews R. R. Co. ....	26,199.95	11,257.98	9.97	2,085.36
Charlotte Harbor & Northern Ry. Co. ....	340,200.34	40,111.13	259.40	4,111.71
East & West Coast Ry. Co. ....	47,098.53	10,540.40	47.78	2,116.21
Fellsmere R. R. Co. ....	4,539.62	702.11	.....	494.60
Florida, Alabama & Gulf R. R. Co. ....	27,098.87	2,926.56	.15	893.10
Florida East Coast Ry. Co. ....	5,986,109.09	2,997,315.71	37,329.88	181,323.90
Georgia & Florida Ry. Co. ....	679,074.40	257,132.49	883.01	15,794.15
Georgia, Florida & Alabama Ry. Co. ....	566,226.11	177,181.30	756.06	16,523.42
Georgia Southern & Florida Ry. Co. ....	2,783,070.01	1,226,272.37	8,350.90	54,277.48
Gulf, Florida & Alabama Ry. Co. ....	318,723.28	25,252.58	45.17	5,861.58
pJacksonville Terminal Co. ....	.....	.....	.....	.....
Live Oak, Perry & Gulf R. R. Co. ....	212,218.52	55,002.87	173.40	3,276.89
Louisville & Nashville R. R. Co. ....	76,828,467.30	24,842,673.55	179,608.50	1,041,406.47
Madison Southern Ry. Co. ....	10,668.35	437.90	.....	.....
Marianna & Blountstown R. R. Co. ....	56,707.31	8,034.65	42.05	1,555.00
Ocala & Southwestern R. R. Co. ....	16,380.36	.....	.....	.....
Oklawaha Valley R. R. Co. ....	51,428.19	9,165.92	.....	2,203.11
Pelham & Havana R. R. Co. ....	30,600.09	1,827.02	.....	675.36
Pensacola, Mobile & New Orleans Ry. Co. ....	23,367.08	1,593.77	.....	60.21
Port St. Joe Dock & Terminal Ry. Co. ....	184.25	.....	.....	.....
Seaboard Air Line Ry. Co. ....	25,211,829.08	12,423,850.96	61,568.12	583,750.94
South Georgia Ry. Co. ....	231,588.05	55,462.30	118.14	2,906.19
Standard & Hernando Ry. Co. ....	64,161.93	825.58	.....	837.17
pSt. Johns River Terminal Co. ....	.....	.....	.....	.....
Tampa & Gulf Coast R. R. Co. ....	175,181.79	39,098.74	642.91	4,452.61
Tampa & Jacksonville Ry. Co. ....	71,319.93	6,336.66	.....	1,002.33
Tampa Northern R. R. Co. ....	112,415.86	18,995.66	31.64	1,914.31
Tampa Union Station Co. ....	.....	.....	.....	.....
Taveres & Gulf R. R. Co. ....	38,660.77	403.29	.....	1,182.91
Total .....	\$155,149,153.07	\$ 60,856,209.32	\$ 418,481.13	\$ 2,706,237.75

xPurchased properties of Florida, Alabama & Gulf R. R. October 16, 1919.  
pOperating revenues closed out in to operation of joint terminal facilities. Revenue not included in grand totals.  
Shown in this manner as information.  
†Deficit.



STATISTICS OF RAILED COMPANIES, CALENDAR YEAR 1919—(Continued).  
OPERATING REVENUES ENTIRE LINE—TABLE NO. 7—(Continued).

NAME.	Express.	Switching.	All Other. Total	Revenue.
Apalachicola Northern R. R. Co. ....	\$ 9,362.68	\$ 480.00	\$ 11,271.11	\$ 244,885.80
xAndalusia, Florida & Gulf R. R. Co. ....	.....	.....	14.00	4,689.56
Atlanta & St. Andrews Bay Ry. Co. ....	9,727.50	41.50	7,620.74	389,340.62
Atlantic Coast Line R. R. Co. ....	1,805,361.40	258,584.44	1,309,885.26	63,559,015.27
Birmingham, Columbus & St. Andrews R. R. Co. ....	.....	.....	779.73	40,332.99
Charlotte Harbor & Northern Ry. Co. ....	4,952.34	601.39	54,257.08	444,493.39
East & West Coast Ry. Co. ....	159.71	28.50	686.60	60,683.73
Fellsmere R. R. Co. ....	.....	.....	739.04	6,475.37
Florida, Alabama & Gulf R. R. Co. ....	.....	.....	201.20	31,119.88
Florida East Coast Ry. Co. ....	438,069.59	57,799.11	423,275.02	10,121,222.30
Georgia & Florida Ry. Co. ....	10,745.39	3,654.50	31,061.98	998,345.92
Georgia, Florida & Alabama Ry. Co. ....	16,694.81	790.50	13,500.23	791,672.43
Georgia Southern & Florida Ry. Co. ....	172,112.20	10,381.39	120,036.92	4,374,501.27
Gulf, Florida & Alabama Ry. Co. ....	.....	6,718.70	42,538.90	399,140.21
pJacksonville Terminal Co. ....	.....	.....	63,864.99	63,864.99
Live Oak, Perry & Gulf R. R. Co. ....	3,201.96	378.72	1,022.05	275,274.41
Louisville & Nashville R. R. Co. ....	2,214,552.06	573,169.86	1,835,088.00	107,514,965.74
Madison Southern Ry. Co. ....	.....	2.00	8.00	11,116.25
Marianna & Blountstown R. R. Co. ....	.....	.....	1,905.80	68,244.81
Ocala & Southwestern R. R. Co. ....	.....	135.00	463.74	16,979.10
Oklawaha Valley R. R. Co. ....	.....	.....	1,045.55	63,842.77
Pelham & Havana R. R. Co. ....	.....	.....	.....	33,102.47
Pensacola, Mobile & New Orleans Ry. Co. ....	.....	.....	3,120.68	28,141.74
Port St. Joe Dock & Terminal Ry. Co. ....	.....	7.60	129.00	320.94
Seaboard Air Line Ry. Co. ....	1,420,636.08	294,062.84	1,187,834.41	41,183,532.43
South Georgia Ry. Co. ....	1,438.80	2,141.50	5,511.17	299,166.15
Standard & Hernando Ry. Co. ....	40.50	836.50	147.00	66,554.68
pSt. Johns River Terminal Co. ....	.....	p 62,050.50	23,939.29	85,989.79
Tampa & Gulf Coast R. R. Co. ....	6,075.62	2.00	3,582.78	229,036.45
Tampa & Jacksonville Ry. Co. ....	.....	886.00	702.50	80,247.42
Tampa Northern R. R. Co. ....	1,399.57	18,887.42	2,264.88	155,909.34
Tampa Union Station Co. ....	.....	.....	p 4,930.31	4,930.31
Tavares & Gulf R. R. Co. ....	413.55	.....	.....	40,660.52
Total .....	\$ 6,114,943.76	\$ 1,229,589.56	\$ 5,058,399.37	\$ 231,533,013.96

xPurchased properties of Florida, Alabama & Gulf R. R. October 16, 1919.

pOperating revenues closed out in to operation of joint terminal facilities. Revenue not included in grand totals.  
Shown in this manner as information.

†Deficit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1919.

OPERATING REVENUES—STATE OF FLORIDA—TABLE NO. 8.

NAME OF ROAD.	Freight	Passenger	Excess Baggage	Mail
Apalachicola Northern R. R. Co. ....	\$ 157,202.62	\$ 61,702.70	\$ 139.66	4,727.03
xAndalusia, Florida & Gulf R. R. Co. ....	3,780.26	680.30	.....	215.00
Atlanta & St. Andrews Bay Ry. ....	232,538.93	133,198.09	611.96	5,601.90
Atlantic Coast Line R. R. ....	7,627,154.70	3,516,898.17	29,408.60	202,329.15
Birmingham, Columbus & St. Andrews R. R. ....	26,199.95	11,257.98	9.97	2,085.36
Charlotte Harbor & Northern Ry. Co. ....	340,200.34	40,111.13	259.40	4,111.71
East & West Coast R. R. ....	47,098.53	10,546.40	47.78	2,116.21
Fellsmere R. R. ....	4,539.62	702.11	.....	494.60
Florida, Alabama & Gulf R. R. ....	21,679.10	2,341.25	12	714.48
Florida East Coast Ry. ....	5,986,109.09	2,997,315.71	37,329.88	181,323.90
Georgia & Florida Ry. ....	11,089.29	3,531.20	15.17	453.24
Georgia, Florida & Alabama Ry. ....	133,857.05	67,578.59	292.13	6,764.18
Georgia Southern & Florida Ry. ....	513,033.34	205,506.53	1,674.50	7,199.26
Gulf, Florida & Alabama Ry. ....	104,078.79	8,355.26	.....	1,933.35
Jacksonville Terminal Co. ....	.....	.....	.....	.....
Live Oak, Perry & Gulf R. R. ....	212,218.52	55,002.87	173.40	3,276.89
Louisville & Nashville R. R. ....	1,884,209.12	935,657.51	7,237.41	29,723.90
Madison Southern Ry. ....	10,668.35	437.90	.....	.....
Marianna & Blountstown R. R. ....	56,707.31	8,034.65	42.05	1,555.00
Ocala & Southwestern R. R. ....	16,380.36	.....	.....	.....
Ocklawaha Valley R. R. ....	51,428.19	9,165.92	2,203.11	.....
Pelham & Havana R. R. ....	1,158.04	307.50	.....	.....
Pensacola, Mobile & New Orleans Ry. ....	18,851.77	1,151.51	.....	60.21
Port St. Joe Dock & Terminal Co. ....	184.25	.....	.....	.....
Seaboard Air Line Ry. ....	4,185,100.88	1,997,386.27	17,910.17	169,813.71
South Georgia Ry. ....	21,466.84	17,008.71	.....	1,511.19
Standard & Hernando R. R. ....	64,161.93	825.58	.....	837.17
St. Johns River Terminal Co. ....	.....	.....	.....	.....
Tampa & Gulf Coast R. R. ....	175,181.79	39,098.74	642.91	4,452.61
Tampa & Jacksonville ....	71,319.93	6,336.66	.....	1,002.33
Tampa Northern R. R. ....	112,415.86	18,995.66	31.64	1,914.31
Tampa Union Station Co. ....	.....	.....	.....	.....
Tavares & Gulf R. R. ....	38,660.77	403.29	.....	1,182.91
Totals .....	\$ 22,128,675.52	\$ 10,149,538.19	\$ 98,029.86	\$ 635,399.60

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1919.  
OPERATING REVENUES—STATE OF FLORIDA—TABLE NO. 8—Continued.

NAME OF ROAD.	Express	Switching	All Other	Total Revenue
Apalachicola Northern R. R. Co. ....	\$ 9,362.68	\$ 480.00	\$ 11,271.11	\$ 244,885.80
xAndalusia, Florida & Gulf R. R. Co. ....	.....	.....	14.00	4,689.56
Atlanta & St. Andrews Bay Ry. ....	9,727.50	41.50	7,620.74	389,340.62
Atlantic Coast Line R. R. ....	619,716.63	57,916.00	291,618.25	12,345,041.50
Birmingham, Columbus & St. Andrews R. R. ....	.....	.....	779.73	40,332.99
Charlotte Harbor & Northern Ry. Co. ....	4,952.34	601.39	54,257.08	444,493.39
East & West Coast R. R. ....	159.71	28.50	686.60	60,683.73
Fellsmere R. R. ....	.....	.....	739.04	6,475.37
Florida, Alabama & Gulf R. R. ....	.....	.....	160.95	24,895.90
Florida East Coast Ry. ....	438,069.59	57,799.11	423,275.02	10,121,222.30
Georgia & Florida Ry. ....	310.00	604.00	415.77	16,418.67
Georgia, Florida & Alabama Ry. ....	6,351.10	207.00	8,442.19	223,492.24
Georgia Southern & Florida Ry. ....	27,767.56	2,861.35	65,868.41	823,910.95
Gulf, Florida & Alabama Ry. ....	.....	.....	32,559.87	146,927.27
Jacksonville Terminal Co. ....	.....	.....	*63,864.99	*63,864.99
Live Oak, Perry & Gulf R. R. ....	3,201.96	378.72	1,022.05	275,274.41
Louisville & Nashville R. R. ....	72,157.71	23,125.11	130,213.36	3,082,324.12
Madison Southern Ry. ....	.....	2.00	8.00	11,116.25
Marianna & Blountstown R. R. ....	.....	.....	1,905.80	68,244.81
Ocala & Southwestern R. R. ....	.....	135.00	463.74	16,979.10
Ocklawaha Valley R. R. ....	.....	.....	1,045.55	63,842.77
Pelham & Havana R. R. ....	.....	.....	.....	1,465.54
Pensacola, Mobile & New Orleans Ry. ....	.....	.....	2,087.11	22,150.60
Port St. Joe Dock & Terminal Co. ....	.....	7.69	129.00	320.94
Seaboard Air Line Ry. ....	299,494.53	*62,900.34	306,306.48	7,038,912.38
South Georgia Ry. ....	702.80	.....	4,656.40	45,345.94
Standard & Hernando R. R. ....	40.50	836.50	*147.00	68,554.68
St. Johns River Terminal Co. ....	.....	62,050.50	*23,939.29	*85,989.79
Tampa & Gulf Coast R. R. ....	6,075.62	2.00	3,582.78	229,036.45
Tampa & Jacksonville ....	.....	886.00	702.50	80,247.42
Tampa Northern R. R. ....	1,399.57	18,887.42	2,264.88	155,909.34
Tampa Union Station Co. ....	.....	.....	*4,930.31	*4,930.31
Tavares & Gulf R. R. ....	413.55	.....	.....	40,660.52
Totals .....	\$ 1,499,903.35	\$ 227,699.63	\$ 1,351,949.41	\$ 36,091,195.56

xPurchased properties of Florida, Alabama & Gulf R. R. Co. October 16, 1919.

†Deficit.

\*Operating revenues closed out into operation of joint terminal facilities. Revenue not included in totals. Shown in this manner as information.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1919—(Continued).

\*OPERATING EXPENSES—ENTIRE LINE—TABLE NO. 9.

NAME OF ROAD.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses.
Apalachicola Northern R. R. Co. ....	\$ 76,267.37	\$ 47,896.26	\$ 4,586.45	\$ 87,956.96
zAndalusia, Florida & Gulf R. R. Co. ....	1,408.00	396.09	.....	1,658.94
Atlanta & St. Andrews Bay Ry. Co. ....	107,482.27	88,795.55	2,271.43	148,507.12
Atlantic Coast Line R. R. Co. ....	9,488,091.85	13,851,670.01	775,813.19	27,702,731.45
Birmingham, Columbus & St. Andrews R. R. Co. ....	15,590.91	7,794.67	307.05	12,015.98
Charlotte Harbor & Northern Ry. Co. ....	75,197.26	75,776.74	10,634.90	171,451.35
East & West Coast Ry. Co. ....	29,087.29	7,439.37	651.77	26,982.99
Fellsmere R. R. Co. ....	2,667.37	982.84	.....	4,005.41
Florida, Alabama & Gulf R. R. Co. ....	7,512.34	5,045.88	479.63	9,074.23
Florida East Coast Ry. Co. ....	1,690,238.61	1,843,366.00	97,056.59	4,310,713.37
Georgia & Florida Ry. Co. ....	407,893.08	244,858.31	23,538.50	643,032.43
Georgia, Florida & Alabama Ry. Co. ....	201,861.66	182,944.66	19,068.32	407,687.32
Georgia Southern & Florida Ry. Co. ....	740,901.48	1,051,681.26	72,889.36	2,099,221.28
Gulf, Florida & Alabama Ry. Co. ....	246,013.05	128,149.97	20,331.56	309,429.51
Jacksonville Terminal Co. ....	271,918.91	42,058.39	.....	421,138.78
Live Oak, Perry & Gulf R. R. Co. ....	59,475.45	55,655.72	5,202.32	86,755.77
Louisville & Nashville R. R. Co. ....	16,098,488.33	27,828,958.75	1,454,563.65	44,455,752.17
Madison Southern Ry. Co. ....	3,552.94	5,390.56	91.70	4,403.24
Marianna & Blountstown R. R. Co. ....	15,837.55	9,695.22	895.35	18,882.85
Ocala & Southwestern R. R. Co. ....	5,465.94	1,481.11	1,242.37	4,772.96
Oklawaha Valley R. R. Co. ....	15,724.47	7,326.39	.....	20,269.86
Pelham & Havana R. R. Co. ....	.....	.....	.....	.....
Pensacola, Mobile & Ne Orleans Ry. Co. ....	11,038.30	828.72	.....	11,052.07
Port St. Joe Dock & Terminal Ry. Co. ....	2,483.93	.....	132.00	95.05
Seaboard Air Line Ry. Co. ....	6,574,713.71	8,982,486.48	761,439.83	19,549,264.23
South Georgia Ry. Co. ....	.....	.....	.....	.....
Standard & Hernando Ry. Co. ....	69,142.08	18,330.89	122.52	33,204.54
St. Johns River Terminal Co. ....	94,155.14	49,571.63	.....	195,669.29
Tampa & Gulf Coast Ry. Co. ....	180,659.64	30,560.12	9,329.58	191,995.53
Tampa & Jacksonville Ry. Co. ....	21,163.62	9,231.60	2,589.53	29,768.66
Tampa Northern R. R. Co. ....	45,866.16	35,858.39	982.46	75,698.01



Tampa Union Station Co. ....	p	3,791.16	.....	.....	p	33,772.13
Tavares & Gulf R. R. Co. ....		31,901.07	9,958.73	1,298.30		22,985.20
Total .....		\$36,225,725.73	\$54,532,550.29	\$3,265,518.36		\$100,439,368.58

\*Credit.

p—Operating expenses closed out into operation of joint terminal facilities. Expenses not included in grand total..

z—See note Table No. 6.



STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1919—(Continued).

\*OPERATING EXPENSES—STATE OF FLORIDA—TABLE NO. 9—(Continued).

NAME OF ROAD.	Miscellaneous Operations	General Expenses	Transportation for Investment Credit	Total Operating Expenses
Apalachicola Northern R. R. Co. ....	\$.....	\$ 21,052.29	\$.....	\$ 237,759.33
Andalusia, Florida & Gulf R. R. Co. ....	.....	161.51	.....	3,624.54
Atlanta & St. Andrews Bay Ry. Co. ....	.....	26,804.27	.....	373,860.64
Atlantic Coast Line R. R. Co. ....	351,567.40	1,334,788.67	* 4,751.56	53,499,911.01
Birmingham, Columbus & St. Andrews R. R. Co. ....	.....	2,003.75	.....	37,712.36
Charlotte Harbor & Northern Ry. Co. ....	.....	19,457.54	.....	352,517.79
East & West Coast Ry. Co. ....	.....	5,177.26	.....	69,328.68
Fellsmere R. R. Co. ....	.....	176.08	.....	7,831.70
Florida, Alabama & Gulf R. R. Co. ....	.....	5,084.38	.....	27,196.56
Florida East Coast Ry. Co. ....	122,144.35	207,653.07	* 10,556.09	8,260,615.90
Georgia & Florida Ry. Co. ....	.....	67,511.28	.....	1,386,833.60
Georgia, Florida & Alabama Ry. Co. ....	.....	38,248.03	.....	849,809.99
Georgia Southern & Florida Ry. Co. ....	32,528.67	129,814.46	* 5,112.66	4,121,923.85
Gulf, Florida & Alabama Ry. Co. ....	.....	32,508.42	.....	736,432.51
Jacksonville Terminal Co. ....	.....	26,404.52	p	761,520.60
Live Oak, Perry & Gulf R. R. Co. ....	.....	15,962.09	.....	223,051.35
Louisville & Nashville R. R. Co. ....	514,017.66	2,280,793.13	* 88,435.85	92,544,137.84
Madison Southern Ry. Co. ....	.....	1,896.87	.....	15,335.31
Marianna & Blountstown R. R. Co. ....	.....	5,613.01	.....	50,923.98
Ocala & Southwestern R. R. Co. ....	.....	2,396.19	.....	15,358.57
Oklawaha Valley R. R. Co. ....	.....	8,909.50	.....	52,230.22
Oklawaha Valley R. R. Co. ....	.....	39,938.39	x	39,938.39
Pelham & Havana R. R. Co. ....	.....	5,915.88	.....	28,834.97
Pensacola, Mobile & New Orleans Ry. Co. ....	.....	955.20	.....	3,666.58
Port St. Joe Dock & Terminal Ry. Co. ....	.....	1,274,095.54	* 16,436.29	37,465,817.12
Seaboard Air Line Ry. Co. ....	340,253.62	215,714.90	x	215,714.90
South Georgia Ry. Co. ....	.....	1,990.97	.....	122,791.00
Standard & Hernando Ry. Co. ....	.....	8,591.15	p	423,528.51
St. Johns River Terminal Co. ....	.....	16,649.61	.....	429,194.48
Tampa & Gulf Coast Ry. Co. ....	.....	6,398.99	.....	69,152.40
Tampa & Jacksonville Ry. Co. ....	.....	11,463.22	.....	169,868.24
Tampa Northern R. R. Co. ....	.....	.....	.....	.....

Tampa Union Station Co. ....	.....	p	1,281.57 .....	p	38,844.86
Tavares & Gulf R. R. Co. ....	.....		4,653.94 .....		70,797.24
Total .....	\$1,360,511.70		\$5,783,788.44	* \$ 125,292.45	\$201,482,170.65

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1919—(Continued).  
OPERATING EXPENSES—ENTIRE LINE—TABLE NO. 10

NAME OF ROAD.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses.
zAndalusia, Florida & Gulf Ry. Co. ....	\$ 1,126.40	\$ 216.86	\$ 129.24	\$ 1,317.53
Apalachicola Northern Ry. Co. ....	76,267.37	47,896.26	4,586.45	87,956.96
Atlanta & St. Andrews Bay Ry. Co. ....	55,140.16	31,977.59	751.44	54,250.35
Atlantic Coast Line R. R. Co. ....	1,839,768.01	2,687,223.98	150,507.76	5,374,329.90
Birmingham, Columbus & St. Andrews R. R. Co. ....	15,590.91	7,794.67	307.05	12,015.98
Charlotte Harbor & Northern Ry. Co. ....	75,197.26	75,776.74	10,634.90	171,451.35
East & West Coast R. R. Co. ....	29,087.29	7,429.37	651.77	26,982.99
Fellswere R. R. Co. ....	2,667.37	982.84	.....	4,005.41
Florida, Alabama & Gulf R. R. Co. ....	6,009.87	4,036.74	383.70	7,259.43
Florida East Coast Ry. Co. ....	1,690,238.61	1,843,366.00	97,056.59	4,310,713.37
Georgia & Florida Ry. Co. ....	15,173.10	4,405.58	609.61	14,776.95
Georgia, Florida & Alabama Ry. Co. ....	90,641.20	55,090.89	6,911.32	136,147.55
Georgia Southern & Florida Ry. Co. ....	254,718.21	247,013.66	18,170.20	547,423.58
Gulf, Florida & Alabama Ry. Co. ....	91,535.35	54,681.94	8,588.88	131,598.18
Jacksonville Terminal Co. ....	p 271,918.91	p 42,058.39	.....	p 421,138.78
Live Oak, Perry & Gulf R. R. Co. ....	59,475.45	55,655.72	5,202.32	86,753.77
Louisville & Nashville R. R. Co. ....	442,831.86	658,014.99	36,165.96	1,415,337.78
Madison Southern Ry. Co. ....	3,552.94	5,390.56	91.70	4,403.24
Marianna & Blountstown R. R. Co. ....	15,837.55	9,695.22	895.35	18,882.85
Ocala & Southwestern R. R. Co. ....	5,465.94	1,481.11	1,242.37	4,772.96
Ocklawaha Valley R. R. Co. ....	15,724.47	7,326.39	.....	20,269.86
Pelham & Havana R. R. Co. ....	1,956.64	.....	.....	2,641.00
Pensacola, Mobile & New Orleans Ry. Co. ....	8,773.78	586.02	.....	7,788.97
Port St. Joe Dock & Terminal Co. ....	2,483.93	.....	132.00	95.05
Seaboard Air Line Ry. Co. ....	1,502,925.83	1,835,430.61	172,250.76	4,226,567.27
South Georgia Ry. Co. ....	32,357.98	21,318.84	1,530.84	47,377.27
Standard & Hernando R. R. Co. ....	69,142.08	18,330.89	122.52	53,204.54
St. Johns River Terminal Co. ....	p 94,155.14	p 49,571.63	.....	p 195,669.29
Tampa & Gulf Coast R. R. Co. ....	180,659.64	30,560.12	9,329.58	191,995.53
Tampa & Jacksonville Ry. Co. ....	21,163.62	9,231.60	2,589.53	29,768.66
Tampa Northern R. R. Co. ....	45,866.16	35,858.39	982.46	75,698.01
Tampa Union Station Co. ....	p 3,791.16	.....	.....	p 33,772.13
Tavares & Gulf R. R. Co. ....	31,901.07	9,958.73	1,298.30	22,985.20
Total .....	\$6,683,280.06	\$7,766,732.31	\$531,122.60	\$17,068,769.49

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1919—(Continued).  
OPERATING EXPENSES—STATE OF FLORIDA—TABLE NO. 10—(Continued).

NAME OF ROAD.	Miscellaneous Operations	General Expenses	Transportation for Investment	Total Operating Expenses
zAndalusia, Florida & Gulf Ry. Co. ....	\$.....	\$ 129.20	\$.....	\$ 2,919.23
Apalachicola Northern Ry. Co. ....	.....	21,052.29	.....	237,759.33
Atlanta & St. Andrews Bay Ry. Co. ....	.....	11,081.63	.....	153,201.17
Atlantic Coast Line R. R. Co. ....	68,204.08	258,949.00	.....	10,378,982.73
Birmingham, Columbus & St. Andrews R. R. Co. ....	.....	2,003.75	.....	37,712.36
Charlotte Harbor & Northern Ry. Co. ....	.....	19,457.54	.....	352,517.79
East & West Coast R. R. Co. ....	.....	5,177.26	.....	69,328.68
Fellsmere R. R. Co. ....	.....	176.08	.....	7,831.70
Florida, Alabama & Gulf R. R. Co. ....	.....	4,067.50	.....	21,757.24
Florida East Coast Ry. Co. ....	122,144.35	207,653.07	* 10,556.09	8,260,615.90
Georgia & Florida Ry. Co. ....	.....	1,786.70	.....	36,751.94
Georgia, Florida & Alabama Ry. Co. ....	.....	13,801.46	.....	302,592.42
Georgia Southern & Florida Ry. Co. ....	2,711.94	33,473.78	585.63	1,102,925.74
Gulf, Florida & Alabama Ry. Co. ....	.....	24,915.99	.....	311,320.34
Jacksonville Terminal Co. ....	.....	26,404.52	p	761,520.60
Live Oak, Perry & Gulf R. R. Co. ....	.....	15,962.09	.....	223,051.35
Louisville & Nashville R. R. Co. ....	6,273.17	64,005.67	* 528.68	2,622,096.75
Madison Southern Ry. Co. ....	.....	1,896.87	.....	15,335.31
Marianna & Blountstown R. R. Co. ....	.....	5,613.01	.....	50,923.98
Ocala & Southwestern R. R. Co. ....	.....	2,306.19	.....	15,358.57
Ocklawaha Valley R. R. Co. ....	.....	8,909.50	.....	52,230.22
Pelham & Havana R. R. Co. ....	.....	.....	.....	4,597.64
Pensacola, Mobile & New Orleans Ry. Co. ....	.....	4,716.48	.....	21,865.25
Port St. Joe Dock & Terminal Co. ....	.....	955.20	.....	3,666.18
Seaboard Air Line Ry. Co. ....	13,889.78	301,741.30	* 1,316.43	8,051,489.12
South Georgia Ry. Co. ....	.....	9,586.14	.....	112,171.07
Standard & Hernando R. R. Co. ....	.....	1,990.97	.....	122,791.00
St. Johns River Terminal Co. ....	.....	8,591.15	p	423,528.51
Tampa & Gulf Coast R. R. Co. ....	.....	16,649.61	.....	429,194.48
Tampa & Jacksonville Ry. Co. ....	.....	6,398.99	.....	69,152.40
Tampa Northern R. R. Co. ....	.....	11,463.22	.....	169,868.24
Tampa Union Station Co. ....	.....	1,281.57	p	38,844.86
Tavares & Gulf R. R. Co. ....	.....	4,653.94	.....	70,797.24
Total .....	\$213,223.32	\$1,060,664.43	*\$12,986.83	\$33,310,805.37

\*Credit.

p—Operating expenses closed out into operation of joint terminal facilities. Not included in grand totals. Shown in this manner as information.

z—See note Table No. 6.



STATISTICS OF RAILROAD COMPANIES, CALENDAR YEAR 1919.  
ENTIRE LINE—TABLE NO. 12.

NAME OF ROAD.	Total Revenue Passengers Carried.	Average Miles Passenger Carried.	Average Revenue per Passenger Carried.
Apalachicola Northern .....	69,878	30	\$ .88
Atlanta & St. Andrews Bay .....	122,348	29	1.09
Atlantic Coast Line .....	10,866,367	61	1.70
xAndalusia, Florida & Gulf .....			
Birmingham, Columbus & St. Andrews .....	14,304	18	.79
Charlotte Harbor & Northern .....	48,591	25	.83
East & West Coast .....	14,844	23	.71
xFellsmere Railroad .....			
Florida, Alabama & Gulf .....	5,378	14	.55
Florida East Coast .....	1,256,373	87	1.91
Georgia, Florida & Alabama .....	269,106	24	.66
Georgia & Florida .....	392,419	20	.66
Georgia Southern & Florida .....	792,414	57	1.55
Gulf, Florida & Alabama .....	35,614	18	.71
Live Oak, Perry & Gulf .....	88,516	20	.62
Louisville & Nashville .....	16,849,825	53	1.47
Madison Southern .....	2,188	5	.20
Marianna & Blountstown .....	12,728	18	.63
Oklawaha Valley .....	12,157	25	.75
*Ocala Southwestern .....			
xPelham & Havana .....			
Pensacola, Mobile & New Orleans .....	2,568	19	.62
Seaboard Air Line .....	6,160,097	74	2.02
South Georgia .....	82,072	21	.67
Standard & Hernando .....	1,893	11	.44
Tampa & Gulf Coast .....	41,954	33	.93
Tampa & Jacksonville .....	9,420	22	.67
Tampa Northern .....	26,696	25	.71
Taveres & Gulf .....	1,015	11	.40
Totals .....	37,178,765	59	1.64

\*Handles freight traffic only.

xData not compiled.



STATISTICS OF RAILROAD COMPANIES, CALENDAR YEAR 1919.  
MISCELLANEOUS—ENTIRE LINE—TABLE NO. 12.

NAME OF ROAD.	Total tons Freight Revenue Hauled.	Average Miles Per Ton Haul.	Average Revenue Per Ton Hauled.
Apalachicola Northern .....	101,642	44	\$ 1.55
Atlanta & St. Andrews Bay .....	181,507	42	1.28
Atlantic Coast Line .....	15,950,308	197	2.56
xAndalusia, Florida & Gulf .....	66,399	13	.40
Birmingham, Columbus & St. Andrews .....	498,589	57	.68
Charlotte Harbor & Northern .....	46,448	24	1.01
East & West Coast .....			
xFellsmere Railroad .....	27,805	26	.98
Florida, Alabama & Gulf .....	1,854,194	274	3.23
Florida East Coast .....	594,948	80	.95
Georgia, Florida & Alabama .....	425,258	100	1.06
Georgia & Florida .....	1,508,743	160	1.84
Georgia Southern & Florida .....	236,500	109	1.35
Gulf, Florida & Alabama .....	208,218	33	1.02
Live Oak, Perry & Gulf .....	41,060,807	206	1.87
Louisville & Nashville .....	14,142	5	.98
Madison Southern .....	40,941	23	1.39
Marianna & Blountstown .....	56,961	..	.90
Oklawaha Valley .....	22,780	21	.72
*Ocala Southwestern .....			
xPelham & Havana .....	42,250	19	.55
Pensacola, Mobile & New Orleans .....	10,489,736	203	2.41
Seaboard Air Line .....	201,213	22	1.15
South Georgia .....	165,229	24	.39
Standard & Hernando .....	130,149	32	1.35
Tampa & Gulf Coast .....	50,548	20	1.44
Tampa & Jacksonville .....	108,695	38	1.03
Tampa Northern .....	20,671	25	1.86
Taveres & Gulf .....			
Totals .....	74,054,681	198	2.09

STATISTICS OF SLEEPING CAR COMPANIES, CALENDAR YEAR 1919.  
COMPARATIVE GENERAL BALANCE SHEET—TABLE NO. 1.

ASSETS	Pullman Company	
	Corporation	Federal Government
Cost of property and equipment .....	\$161,307,411.37	\$.....
Stocks owned .....	1,702,495.87	.....
Funded debt owned .....	6,374,366.10	.....
Land owned .....	6,650.53	.....
Cash .....	110,29,374.81	4,605,039.35
Bills receivable .....	.....	.....
Due from agents and conductors .....	.....	512,445.35
Due from solvent companies and individuals .....	450,731.79	2,208,638.94
Other cash assets .....	.....	.....
Equipment trusts .....	5,210,631.38	.....
Material and supplies .....	79,075.54	7,415,870.14
Sinking, insurance and other funds .....	473,763.01	.....
Sundries .....	1,030,722.11	151,827.53
U. S. Government deferred assets .....	32,040,660.60	.....
U. S. Government unadjusted debits .....	.....	32,074,525.80
U. S. Government standard return .....	13,400,000.00	.....
Pullman Company deferred assets .....	.....	21,085,761.88
Federal inter-road clearing account .....	.....	59,599.17
Total Assets .....	\$233,105,883.11	\$ 68,113,708.16
LIABILITIES.		
Capital stock .....	\$120,000,000.00	.....
Audited vouchers and accounts .....	2,334,783.79	3,981,933.33
Wages and salaries .....	22,921.12	1,666,804.76
Dividends not called for .....	21,056.00	.....
Miscellaneous liabilities—current .....	3,760,927.94	870,121.37
Reserve for depreciation—cars .....	13,188,658.52	.....
Reserve for depreciation—equipment .....	46,791,581.73	12,878,994.76
Reserve for depreciation—buildings and grounds .....	837,221.52	179,139.10
Reserve for deferred repairs .....	1,750,000.00	.....
Reserve for insurance .....	500,974.46	.....
Reserve for doubtful accounts .....	100,000.00	.....
Miscellaneous reserves .....	43,993.37	75,059.73
Dividends accrued on capital stock .....	1,590,670.67	.....
U. S. Government liabilities—deferred .....	21,440,244.88	.....
Pullman Company liabilities—deferred .....	.....	18,618,364.92
Federal inter-road clearing account .....	.....	162,128.70
Profit and loss .....	20,713,849.11	29,681,161.49
Total Liabilities .....	\$233,105,883.11	\$ 68,113,708.16

STATISTICS OF SLEEPING CAR COMPANIES, CALENDAR YEAR 1919  
PROFIT AND LOSS ACCOUNT—TABLE NO. 2.

ITEM	Pullman Company	
	Corporation	Federal Government
Balance at beginning of year.....	\$ 18,979,843.18	\$ 10,106,202.90
Manufacturing plant earnings .....	807,999.33	.....
Unrefundable overcharges .....	†2,781.32	29,537.66
Miscellaneous items—Credit .....	30,503.50	116.37
Current year's income .....	994,365.91	19,548,840.89
Uncollectable revenues .....	†10,611.44	†3,198.49
Miscellaneous debits .....	†85,462.05	†337.84
Profit and loss .....	†8.00	.....
Credit balance at close of year, Dec. 31, 1919 .....	\$ 20,713,849.11	\$ 29,681,161.49

†Debit.

STATISTICS OF SLEEPING CAR COMPANIES, CALENDAR YEAR 1919.  
INCOME ACCOUNT—TABLE NO. 3.

	PULLMAN COMPANY.	
	Corporation.	Federal Government.
Operating Income:		
Sleeping Car Operations.	\$	\$
Revenues .....		69,071,548.25
Expenses .....	207,362.22	48,618,253.26
Net Revenue .....	† 207,362.22	20,453,294.99
Auxiliary Operations:		
Revenues .....		786,989.42
Expenses .....	86.94	752,960.78
Net Revenue Auxiliary .....	† 86.94	34,028.64
Total Net Revenue .....	† 207,449.16	20,487,323.63
Taxes accrued .....	1,890,714.40	1,293,511.12
Operating Income .....	2,098,163.56	19,193,812.51
Other Income:		
Hire of equipment—credit balance .....	\$	\$ 92,243.08
Miscellaneous rents receivable .....	11,750,000.00	
Dividends on stock owned or controlled .....	96,753.00	
Interest on funded debt owned or controlled .....	269,996.00	
Interest on other securities, loans and accounts .....	612,687.35	182,031.57
Miscellaneous income .....	† 7,777.19	80,753.73
Total Other Income .....	12,721,659.16	355,028.38
Gross Income .....	10,623,495.60	19,548,840.89
Deductions from Gross Income:		
Hire of equipment—debit balance .....	181.92	
Miscellaneous rents payable .....		
Interest on funded debt .....		
Other interest .....	10,321.85	

Sinking fund chargeable to income.....	74,606.59	
Other deductions .....	85,110.36	
Total Deductions .....	\$ 10,538,385.24	\$ 19,548,840.89
Net Income .....		
Disposition of Income:		
Dividends declared—common stock:		
1/3 of 2% payable Feb. 15, 1919.....	\$ 795,334.66	
2% payable May 15, 1919 .....	2,386,004.00	
2% payable August 15, 1919 .....	2,386,004.00	
2% payable Nov. 15, 1919 .....	2,386,006.00	
2/3 of 2% payable Feb. 15, 1919 .....	1,590,670.67	
Total Dividends Paid .....	9,544,019.33	
Net balance for year to profit and loss account .....	994,365.91	19,548,840.89
†Deficit.		



STATISTICS OF SLEEPING CAR COMPANIES, CALENDAR YEAR 1919  
\*OPERATING REVENUES, ENTIRE COMPANY AND STATE OF FLORIDA—TABLE NO. 4.

NAME OF ACCOUNT	Pullman Company	
	Entire System	**State of Florida
Standard sleeping car berth revenue.....	\$ 55,267,776.65	\$ .....
Tourist sleeping car berth revenue.....	4,591,697.44	.....
Other car berth revenue .....	3,710.80	.....
Standard sleeping car seat revenue .....	2,432,392.75	.....
Tourist sleeping car seat revenue .....	9,823.63	.....
Parlor car seat revenue .....	5,962,017.45	.....
Composite car seat revenue .....	95,375.25	.....
Other car seat revenue .....	6.30	.....
Charter of standard sleeping cars (per diem rate).....	336,964.12	.....
Charter of standard sleeping cars (berth rates).....	13,035.21	.....
Charter of tourist sleeping cars (per diem rates).....	65,610.25	.....
Charter of tourist sleeping cars (berth rates).....	.....	.....
Charter of private cars (per diem rates).....	190,008.12	.....
Charter of private cars (berth rates) .....	.....	.....
Charter of other cars to other than carriers (per diem rates).....	1,420.00	.....
Charter of other cars (berth or seat rates).....	4,547.16	.....
Charter of other cars to carriers (other rates).....	24,289.71	.....
Miscellaneous revenue .....	71,979.56	.....
Car mileage revenue .....	32,362.72	.....
Contract revenue—debit .....	†31,468.87	.....
Total revenue .....	\$ 69,071,548.25	*\$477,122.30

†Deficit.

\*Revenues earned in Florida not given in detail. The total as shown represents \$92,138.52 earned by cars operated in interstate lines, and \$384,983.78 earned by cars operated in intrastate lines.



STATISTICS OF SLEEPING CAR COMPANIES, CALENDAR YEAR 1919  
OPERATING EXPENSES AND TAXES, ENTIRE COMPANY AND STATE OF FLORIDA—TABLE NO. 5.

NAME OF ACCOUNT	Pullman Company	
	Entire System	State of Florida
Maintenance:		
Superintendence .....		
Car repairs .....	\$ 76,599.52	
Depreciation adjustments .....	13,982,035.75	
Depreciation of cars .....	*8,690.59	
Shop machinery and tools .....	6,408,038.80	
Buildings, appurtenances and grounds .....	56,384.76	
Buildings, appurtenances and grounds—depreciation .....	161,900.90	
Stationery and printing .....	99,646.53	
Injuries to persons .....	19,855.50	
Other maintenance .....	13,069.91	
Total maintenance .....	2,084.86	
Conducting operations:	\$ 20,810,925.94	\$ 171,788.08
Superintendence .....		
District employes and expenses .....	\$ 431,113.80	
Conductors .....	3,483,402.86	
Porters and maids .....	4,127,427.63	
Car cleaning—general .....	6,073,551.23	
Car cleaning—special .....	5,012,124.61	
Laundry .....	732,375.62	
Other car supplies and expenses—General .....	2,827,347.75	
Other car supplies and expenses—Special .....	774,490.29	
Stationery and printing .....	2,366,629.82	
Loss and damage .....	196,800.97	
Injuries to persons .....	57,281.28	
Other expenses .....	108,170.73	
Total conducting .....	201,381.98	
General Expenses:	\$ 26,392,098.57	\$ 217,859.38
Salaries and expenses general officers .....	129,356.07	

Salaries and expenses clerks and attendants.....	833,023.34	.....
General office supplies and expenses .....	48,545.68	.....
Law expenses .....	130,929.63	.....
Pension and relief expenses .....	198,431.33	.....
Insurance .....	7,182.54	.....
Stationery and printing .....	48,606.19	.....
Other general expenses .....	19,153.97	.....
Total general .....	1,415,228.75	14,060.07
Taxes .....	1,250,880.46	42,630.66
Grand expenses and taxes .....	\$ 49,869,133.72	†\$ 446,338.19

\*Credit.

†Operating expenses for Florida not reported in detail.

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1919.  
OPERATING AND STATISTICAL STATEMENT—ENTIRE COMPANY.  
(Federal Government.)

	Number of Revenue Passengers			No. of Non- Revenue Passengers	Car Miles	Car Days	Av. No. Revenue Passengers Per Car Day	Average Revenue Per Passenger	
	Berth	Seat	Total					Berth	Seat
Contract Operations of:									
Standard sleeping car....	22,357,418	4,242,742	26,600,160	861,876	585,730,711	1,771,380	15	\$2.47	\$ .57
Tourist sleeping car....	2,078,808	20,032	2,098,840	14,933	111,568,201	323,699	6	2.21	.49
Parlor cars .....	8,461,311	8,461,311	8,461,311	72,140	63,424,135	292,745	29	....	.70
Composite cars .....	183,560	183,560	183,560	2,154	11,210,543	32,494	6	....	.52
Miscellaneous cars .....	352	11	363	.....	1,280,763	6,988	..	10.54	.57
Totals .....	24,436,578	12,907,656	37,344,234	951,103	773,214,353	2,427,306	15	2.45	.66
Association Operations:									
Standard sleeping car ...	1,272	29	1,301	40	36,590	112	12	2.61	.56
Grand Totals .....	24,437,850	12,907,685	37,345,535	951,143	773,250,943	2,427,418	15	2.45	.66
							Dollars	Cents	Mills
Sleeping car revenues, per car mile .....							..	08	933
Sleeping car revenue, per car day .....							28	45	474
Sleeping car operating expenses, per car mile .....							..	06	288
Sleeping car operating expenses, per car day .....							20	02	879
Net sleeping car revenue, per car mile .....							..	02	645
Net sleeping car revenue, per car day .....							8	42	595
Average number car miles, per car day .....							\$		
Average number of car miles, per mile of track operated over.....							318.69		
Average seating capacity, per car:							6,852.59		
Standard sleeping car berths .....							26.85		
Tourist sleeping car berths .....							31.83		
Parlor car seats .....							30.74		
Composite cars—seats .....							26.77		
Average weight of steel cars equipped for service .....							146,000.00		
Average weight of other than steel cars equipped for service.....							113,000.00		



STATISTICS OF BOAT LINE COMPANIES, CALENDAR YEAR 1919.  
 •WATER TRANSPORTATION COMPANIES OPERATING IN THE STATE OF FLORIDA—TABLE NO. 1.

Name of Company	Business Address	Territory Served in General
Callahan Line .....	Bainbridge, Ga. ....	Operates steamers between Bainbridge, Ga., and Apalachicola, Fla., and between Cochran's and Carr's Landings in Florida.
Clyde Steamship Co. ....	New York City-Jacksonville, Fla..	Operates ocean-going steamers serving Florida between Jacksonville, Sanford and Crescent City, Fla.
Independent Line Steamers .....	Jacksonville, Fla. ....	Operates between Jacksonville and Green Cove Springs.
Kinzie Bros.' Steamer Line.....	Ft. Myers, Fla. ....	Operates from Ft. Myers to Captiva, Useppa and Sanibel Island.
Menge Bros.' Steamboat Line.....	Ft. Myers, Fla. ....	Operates between Ft. Myers and Alva, De-naud, LeBelle and Buckingham.
Merchants and Planters' Steamboat Line....	Columbus, Ga. ....	Operates steamer between Columbus, Ga., and Apalachicola, Fla.
Miami Steamship Co. ....	New York City-Miami, Fla.....	Operating steamers between Miami and Jacksonville and Ft. Lauderdale, Fla.
Pensacola, St. Andrews and Gulf S. S. Co...	Pensacola, Fla. ....	Operates steamers between Pensacola, Fla., Mobile, Ala., St. Andrews, Fla., Panama City, Millville and Apalachicola, Fla.
*St. Petersburg Transportation Co.....	Tampa, Fla. ....	Operates steamers between Tampa and St. Petersburg and points on Manatee River and Terra Ceia Bay.

\*Discontinued operations April 16, 1919. Properties being sold for liquidation of out standing indebtedness.

STATISTICS OF BOAT LINE COMPANIES, CALENDAR YEAR 1919—Continued.  
COMPARATIVE GENERAL BALANCE SHEET, DECEMBER 31ST, 1919—ENTIRE COMPANY—TABLE NO. 2.

Name of Account	Callahan Line	Clyde Steamship Company	†Independent Line Steamers	Kinzie Bros. Steamer Line	zMerchants and Planters Steamboat Co.
Investment in Real Property and Equipment ..	\$ 26,960.30	\$ 9,530,585.88	\$ .....	\$ 16,100.00	\$ 40,620.21
Reserve for Accrued Depreciation—Credit....	.....	*1,308,499.98	.....	.....	*\$21,203.57
Other Investm'ts—Securities and Miscellaneous .....	.....	676,100.07	.....	3,400.00	.....
Working Assets and Accrued Income.....	1,175.90	4,772,090.28	.....	5,660.81	2,633.37
Deferred Debit Items—Miscellaneous .....	.....	2,945,983.68	.....	.....	.....
Total Assets .....	\$ 28,136.20	16,616,259.93	.....	25,160.81	22,050.01
LIABILITIES.					
Capital Stock .....	\$ 10,500.00	7,000,000.00	.....	19,500.00	20,000.00
Funded Debt .....	.....	3,203,000.00	.....	.....	.....
Working and Accrued Liabilities .....	25,926.27	2,661,393.71	.....	2,779.50	3,947.85
Deferred Credit Items .....	.....	4,105,431.79	.....	141.29	.....
Appropriated Surplus .....	.....	184,469.50	.....	.....	.....
Profit and Loss Balance .....	†8,290.07	†538,035.07	.....	2,740.02	†1,897.84
Total Liabilities .....	\$ 28,136.20	16,616,259.93	.....	25,160.81	22,050.01

\*Credit.

†Deficit.

‡Data not reported.

zData for eight months only, January 1 to Sept. 1, 1919.

STATISTICS OF BOAT LINE COMPANIES, CALENDAR YEAR 1919—Continued.

COMPARATIVE GENERAL BALANCE SHEET—TABLE NO. 2—Continued.

Name of Accounts	Miami Steamship Company	Pensacola, St. Andrews & Gulf S. S. Co.	†St. Petersburg Transportation Company	xMenge Bros. Steamboat Totals	Total
<b>ASSETS.</b>					
Investments in real property and equipment..	\$ 302,351.66	\$ 38,397.41	\$.....	\$.....	\$ 9,955,015.46
Reserve for accrued depreciation—Credit.....	*94,694.86	5,447.25	.....	.....	*1,429,845.66
Other investm'ts—securities and miscellaneous .....	.....	.....	.....	.....	679,500.07
Working assets and accrued income.....	386,823.39	3,337.33	90,657.92	.....	5,262,379.00
Deferred debit items—Miscellaneous .....	7,488.35	.....	.....	.....	2,953,472.03
Total assets .....	\$ 601,968.54	36,287.40	90,657.92	.....	17,420,520.90
<b>LIABILITIES.</b>					
Capital stock .....	\$ 297,500.00	25,000.00	150,000.00	.....	7,522,500.00
Funded debt .....	.....	.....	.....	.....	3,203,000.00
Working and accrued liabilities .....	64,530.59	2,238.38	124,644.75	.....	2,885,461.05
Deferred credit items .....	54,833.54	.....	.....	.....	4,160,406.62
Appropriated surplus .....	.....	8,000.00	.....	.....	192,469.50
Profit and loss balance .....	185,104.41	1,049.11	†183,986.83	.....	†543,316.27
Total liabilities .....	\$ 601,968.54	36,287.49	90,657.92	.....	17,420,520.90

\*Credit.

†Debit.

xReport not filed.

†Discontinued operations April 16, 1919. Properties placed in hands of a receiver for liquidation.

STATISTICS OF BOAT LINE COMPANIES, CALENDAR YEAR 1919.  
INCOME ACCOUNTS DETAILED AND PROFIT AND LOSS BALANCES AT DEC. 31ST, ENTIRE COMPANY—TABLE NO. 3.

Name of Accounts.	Callahan Line	Clyde Steamship Company	Independent Line Steamers	Kenzle Bros. Steamer Line
<b>Revenues:</b>				
Freight revenue .....	\$ 47,809.64	\$ 8,548,034.39	\$ 14,796.19	\$ 9,930.50
Passenger revenue .....	9,796.84	34,737.42	6,817.41	6,523.30
Other transportation revenue .....		1,740,993.92	1,850.00	8,195.62
Other than transportation revenue .....		239,619.14		
Charter revenue .....		1,130,677.98		
Total Revenue .....	57,606.48	11,694,062.85	23,463.60	24,649.42
<b>Expenses:</b>				
Maintenance of equipment .....	\$ 4,557.63	\$ 2,584,273.21	\$ 2,500.00	\$ 5,079.03
Maintenance of terminals .....		170,207.85		320.00
Traffic expenses .....		105,268.21	580.00	
Transportation expenses .....		6,926,578.04	18,330.28	13,723.45
General expenses .....	48,493.39	901,030.16	3,240.94	2,052.19
Charter expenses .....	5,754.97	890,828.66	150.00	
Total Expenses .....	58,805.99	11,578,186.13	24,801.22	21,174.67
Net Operating Revenue .....	† 1,299.51	115,876.72	† 1,337.62	34,474.75
<b>Taxes</b> .....		44,132.71	844.25	734.73
Total Water Line Income .....	† 1,299.51	71,744.01	† 2,181.87	2,740.02
<b>Other Income:</b>		313,879.87		
Gross Income .....	† 1,299.51	385,623.88		2,740.02
Interest and other deductions .....	1,285.75	549,703.97		
Profit and Loss Balance .....	† 2,585.26	164,080.09		2,740.02
<b>Profit and Loss Account:</b>				
Balance from Dec. 31, 1918 .....	\$ 5,804.81	\$ 967,993.51	\$ 1,250.50	\$ 1,625.11
Current income—year 1919 .....	2,485.26	164,080.09	† 2,181.87	2,740.02
Miscellaneous credits .....		288,253.22		
Miscellaneous debits .....		160,201.71		
Dividends .....		1,470,000.00		
Profit and loss balance Dec. 31, 1919 .....	\$† 8,290.07	\$† 538,035.07	\$† 931.37	\$ 4,365.13
† Deficit or Debit.				

STATISTICS OF BOAT LINE COMPANIES, CALENDAR YEAR 1919—(Continued).  
INCOME ACCOUNTS DETAILED AND PROFIT AND LOSS BALANCES—(Continued).

Name of Accounts.	*Merchants and Planters Steamboat Company	Miami Steamship Company	Pensacola, St. Andrews & Gulf S. S. Co.	xSt. Petersburg Transportation Company
Revenues:				
Freight revenue .....	\$ 20,471.48	\$ 201,591.44	\$ 74,181.08	\$ 17,310.84
Passenger revenue .....	7,441.24	7,006.50	8,051.91	37,401.44
Other transportation revenue .....	87.00	1,460.09	.....	.....
Other than transportation revenue .....	7.79	5,034.73	1,127.75	.....
Charter revenue .....	.....	.....	.....	.....
Total Revenue .....	\$ 28,007.42	\$ 215,092.76	\$ 83,360.74	\$ 54,711.78
Expenses:				
Maintenance of equipment .....	\$ 4,522.24	\$ 81,043.46	\$ 11,935.69	\$ 10,752.68
Maintenance of terminals .....	765.01	.....	1,648.28	274.70
Traffic expenses .....	5.32	463.46	144.55	2,357.53
Transportation expenses .....	31,123.24	153,101.41	58,381.13	37,413.79
General expenses .....	1,484.88	31,395.22	5,391.27	7,991.34
Charter expenses .....	.....	.....	.....	.....
Total Expenses .....	\$ 37,900.69	\$ 266,003.55	\$ 77,500.92	\$ 58,790.04
Net Operating Revenue .....	† 9,893.27	† 50,910.79	5,859.82	† 4,078.26
Taxes .....	400.00	1,567.69	1,222.61	3,842.77
Total Water Line Income .....	\$† 10,293.27	\$† 52,478.48	\$ 4,637.21	\$† 7,921.03
Other income .....	.....	13,001.53	17.82	1,317.83
Gross Income .....	†\$ 10,293.27	† 39,476.95	4,655.03	† 6,603.20
Interest and other deductions .....	.....	12,315.04	3,325.64	5,471.74
Profit and Loss Balance .....	†\$ 10,293.27	† 51,791.99	1,329.39	† 12,074.94
Profit and Loss Account:				
Balance from Dec. 31, 1918 .....	†\$ 65,268.12	236,896.40	3,440.39	† 29,538.85
Current income—year 1919 .....	† 10,293.27	† 51,791.99	1,329.39	† 12,074.94
Miscellaneous credits .....	.....	.....	29.33	.....
Miscellaneous debits .....	.....	.....	.....	.....
Dividends .....	.....	.....	3,750.00	.....
Profit and loss balance Dec. 31, 1919 .....	\$† 75,561.39	\$ 188,104.41	\$ 1,049.11	\$† 41,613.79

†Deficit or debit.

\*Data is for eight months only, Jan. 1 to Sept. 1, 1919.

xDiscontinued operations April 16, 1919. Properties placed in hands of receiver for liquidation.



STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1919.  
ALPHABETICAL LIST OF EXCHANGES IN THE STATE OF FLORIDA SHOWING CLASS AND NAME OF OPERATING OR  
OWNING COMPANY, WITH GENERAL MANAGER'S NAME AND BUSINESS ADDRESS, DEC. 31, 1919—TABLE NO. 1.

EXCHANGE.	NAME OF COMPANY.	Class	GENERAL MANAGER	BUSINESS ADDRESS
Alachua	Alachua Tel. Co.	D	E. D. Hague	Alachua, Fla.
Apalachicola	Apalachicola Tel. Co.	D	R. G. Porter	Apalachicola, Fla.
Apopka	Apopka Tel. Co.	D	O. Wettstein	Live Oak, Fla.
Arcadia	Scott Telephone Co.	C	Ed Scott	Arcadia, Fla.
Avon Park	Scott Telephone Co.	C	Ed Scott	Arcadia, Fla.
Bartow	Peninsular Tel. Co.	A	W. G. Brorein	Tampa, Fla.
Blountstown	Barfield Tel. Co.	D	J. Barfield	Blountstown, Fla.
Blountstown	Riverside Tel. Co.	D	S. O. Newsome	Blountstown, Fla.
Bonifay	Bonifay Tel. Co.	D	M. King	Bonifay, Fla.
Bowling Green	Scott Tel. Co.	C	Ed Scott	Arcadia, Fla.
Bradentown	Peninsular Tel. Co.	A	W. G. Brorein	Tampa, Fla.
Branford	Florida Tel. Co.	C	O. Wettstein	Live Oak, Fla.
Brooker	Bradford County Tel. Co.	D	L. A. Brown	Brooker, Fla.
Brooksville	Florida Tel. Co.	D	E. E. Voyle	Gainesville, Fla.
Bunnell	Bunnell Tel. Co.	D	F. L. Byrd	Bunnell, Fla.
Callahan	Callahan Tel. Co.	D	J. L. Hulseberg	Callahan, Fla.
Camp Johnston	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Carrabelle	G. and J. Tel. Co.	D	W. C. McKissack	Carrabelle, Fla.
Chipley	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Clearwater	Peninsular Tel. Co.	A	W. G. Brorein	Tampa, Fla.
Clermont	Alpine Florida Tel. Co.	D	O. Wettstein	Clermont, Fla.
Cocoa	Brevard County Tel. Co.	C	A. A. Buck	Indianola, Fla.
Cocoanut Grove	Cocoanut Grove, P. Co.	D	M. S. Burbank	Cocoanut Grove, Fla.
Cottondale	Cottondale Tel. Co.	D	A. D. Mathews	Cottondale, Fla.
Crescent City	Crescent City Tel. Co.	D	Jas. Padgett	Crescent City, Fla.
Crestview	Crestview Tel. Co.	D	R. L. Larkin	Crestview, Fla.
Crystal River	Le Canto Tel. Co.	D	C. E. Allen	Le Canto, Fla.
Dade City	Pasco Tel. Co.	D	O. Wettstein	Eustis, Fla.
Dania	Dania Tel. Co.	D	J. R. James	Dania, Fla.
Daytona	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1919—(Continued).

EXCHANGE	NAME OF COMPANY	Class	GENERAL MANAGER	BUSINESS ADDRESS
DeFuniak Springs	DeFuniak Springs Tel. Co.	D	J. A. Vaughn	DeFuniak Springs, Fla.
Dundee	Highland Tel. Co.	D	F. D. Shepherd	Haines City, Fla.
Dunnellon	East Florida Tel. Co.	C	E. F. Voyle	Gainesville, Fla.
Enterprise	Enterprise Tel. Co.	D	Mrs. H. G. Brookes	Enterprise, Fla.
Eustis	Lake County Tel. Co.	D	O. Wettstein	Eustis, Fla.
Fernandina	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Frost Proof	Highland Tel. Co.	D	F. D. Shephard	Haines City, Fla.
Ft. Lauderdale	Ft. Lauderdale Tel. Co.	D	J. J. Clinton	Ft. Lauderdale, Fla.
Ft. Meade	Ft. Meade Tel. Co.	D	L. C. Bowers	Ft. Meade, Fla.
Ft. Meyers	Lee County Tel. Co.	D	G. M. Heltman	Ft. Meyers, Fla.
Ft. Pierce	Brevard County Tel. Co.	C	A. A. Buck	Indianola, Fla.
Gainesville	East Florida Tel. Co.	C	E. E. Voyle	Gainesville, Fla.
Gainesville	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
DeLand	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
DeRay	West Palm Beach Tel. Co.	C	M. E. Gruber	West Palm Beach, Fla.
Geneva	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Graceville	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Green Cove Springs	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Greenville	Gulf Tel. Co.	D	W. A. Hendry	Perry, Fla.
Haines City	Highland Tel. Co.	D	F. D. Shepard	Haines City, Fla.
Hastings	Hastings Tel. Co.	D	B. L. Brown	Hastings, Fla.
Havana	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
High Springs	High Springs Tel. Co.	D	H. H. Simpson	High Springs, Fla.
Homestead	Dade County Tel. Co.	D	J. H. Wylie	Homestead, Fla.
Interlachen	Interlachen Tel. Co.	D	G. G. Berklemann	Interlachen, Fla.
Jacksonville	Home Tel. Co.	B	David Laird	Savannah, Ga.
Jacksonville	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Jasper	Florida Tel. Co.	C	O. Wettstein	Live Oak, Fla.
Jennings	Florida Tel. Co.	C	O. Wettstein	Live Oak, Fla.
Jensen	Brevard County Tel. Co.	C	A. A. Buck	Indianola, Fla.
Key West	Southern Bell Tel. Co.	A	David Laird	Savannah, Fla.
Kissimmee	Kissimmee Tel. Co.	C	M. Thomason	Kissimmee, Fla.
LaBelle	Magill Tel. Co.	D	R. H. Magill	LaBelle, Fla.
Lakeland	Peninsular Tel. Co.	A	W. G. Brorin	Tampa, Fla.
Largo	Peninsular Tel. Co.	A	W. G. Brorin	Tampa, Fla.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1919—(Continued).

EXCHANGE	NAME OF COMPANY	Class	GENERAL MANAGER	BUSINESS ADDRESS
Laurel Hill .....	DeFuniak Springs Tel. Co. ..	D	J. A. Vaughn .....	DeFuniak Springs, Fla.
Lawtey .....	Lawtey Tel. Co. ....	D	W. C. Wooten .....	Lawtey, Fla.
Leesburg .....	Leesburg Tel. Co. ....	D	O. Wettstein .....	Leesburg, Fla.
Live Oak .....	Florida Tel. Co. ....	C	O. Wettstein .....	Live Oak, Fla.
Lynn Haven .....	Southern Bell Tel. Co. ....	A	David Laird .....	Savannah, Ga.
Lake Butler .....	Lake Butler Tel. Co. ....	D	S. T. Dowling .....	Raiford, Fla.
Lake City .....	Southern Bell Tel. Co. ....	A	David Laird .....	Savannah, Ga.
Lake Wales .....	Highland Tel. Co. ....	D	F. D. Shepard .....	Haines City, Fla.
Lake Worth .....	Lake Worth Tel. Co. ....	D	R. L. Horsman .....	Lake Worth, Fla.
Maccleenny .....	Baker County Tel. Co. ....	D	G. M. Clayton .....	Maccleenny, Fla.
Madison .....	Madison Tel. Co. ....	D	B. J. Watson .....	Madison, Fla.
Malone .....	Malone Tel. Co. ....	D	T. E. Bigbee .....	Malone, Fla.
Marianna .....	Marianna Tel. Co. ....	D	S. C. Clark .....	Marianna, Fla.
Mayo .....	Florida Tel. Co. ....	C	O. Wettstein .....	Live Oak, Fla.
McIntosh .....	McIntosh Tel. Co. ....	D	D. H. Petseys .....	McIntosh, Fla.
Melbourne .....	Brevard County Tel. Co. ....	C	A. A. Buck .....	Indianola, Fla.
Miami .....	South Atlantic T. & T. Co. ....	B	F. W. Webster .....	Miami, Fla.
Miami Beach .....				Miami, Fla.
Micanopy .....	Southern Bell Tel. Co. ....	A	David Laird .....	Savannah, Ga.
Milton .....	Gulf Tel. & Tel. Co. ....	D	C. E. Sudmall .....	Milton, Fla.
Molino .....	Molino Tel. Co. ....	D	A. Worlund .....	Molino, Fla.
Mount Dora .....	Lake County Tel. Co. ....	D	O. Wettstein .....	Eustis, Fla.
Monticello .....	Monticello Tel. Co. ....	D	G. C. Bishop .....	Monticello, Fla.
Montverde .....	Montverde Tel. Co. ....	D	W. J. Larrimore .....	Montverde, Fla.
Mulberry .....	Peninsular Tel. Co. ....	A	W. G. Brorlein .....	Tampa, Fla.
New Smyrna .....	Brevard County Tel. Co. ....	C	A. A. Buck .....	Indianola, Fla.
Noma .....	Noma Tel. Co. ....	D	J. Ward .....	Noma, Fla.
O'Brien .....	Florida Tel. Co. ....	C	O. Wettstein .....	Live Oak, Fla.
Ocala .....	South Atlantic T. & T. Co. ....	B	J. P. Phillips .....	Ocala, Fla.
Okeechobee .....	Okeechobee Tel. Co. ....	D	R. E. McLaughlin .....	Okeechobee, Fla.
Orange City .....	Orange City Tel. Co. ....	D	J. A. Seydel .....	Orange City, Fla.
Orlando .....	Southern Bell Tel. Co. ....	A	David Laird .....	Savannah, Ga.
Oviedo .....	Southern Bell Tel. Co. ....	A	David Laird .....	Savannah, Ga.

Pablo Beach	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Palatka	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Palmetto	Peninsular Tel. Co.	A	W. G. Brorlein	Tampa, Fla.
Panama City	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Pensacola	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Perry	Gulf Tel. Co.	D	W. A. Hendry	Perry, Fla.
Plant City	Peninsular Tel. Co.	A	W. G. Brorlein	Tampa, Fla.
Ponce de Leon	Ponce de Leon Tel. Co.	D	J. F. Flournoy	Ponce de Leon, Fla.
Port Tampa	Peninsular Tel. Co.	A	W. G. Brorlein	Tampa, Fla.
Punta Gorda	DeSoto County Tel. Co.	D	A. A. Coup	Punta Gorda, Fla.
Quincy	Quincy Tel. Co.	C	C. V. Pinson	Quincy, Fla.
Ruskin	Ruskin Tel. Co.	D	Elizabeth Dickman	Ruskin, Fla.
St. Andrews	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
St. Augustine	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
St. Cloud	St. Cloud Co.	D	C. M. H. Eyelesheimer	St. Cloud
St. Petersburg	West Coast Tel. Co.	C	H. R. Frazee	St. Petersburg, Fla.
Sanford	Southern Bell Tel. Co.	A	David Laird	Savannah, Ga.
Sarasota	Peninsular Tel. Co.	A	W. G. Brorlein	Tampa, Fla.
Sebring	Sebring Tel. Co.	D	J. E. Parker	Sebring, Fla.
Sorrento	Sorrento Tel. Co.	D	A. E. Allen	Sorrento, Fla.
Starke	Starke Tel. Co.	D	H. A. Bishop	Starke, Fla.
Stuart	West Palm Beach Tel. Co.	C	M. E. Gruber	West Palm Beach, Fla.
Tallahassee	Southern Tel. & Const. Co.	C	F. Moore	Tallahassee, Fla.
Tampa	Peninsular Tel. Co.	A	W. G. Brorlein	Tampa, Fla.
Tarpon Springs	Peninsular Tel. Co.	A	W. G. Brorlein	Tampa, Fla.
Tavares	Lake County Tel. Co.	D	O. Wettstein	Eustis, Fla.
Titusville	Brevard County Tel. Co.	C	A. A. Buck	Indianola, Fla.
Umatilla	Umatilla Tel. Co.	D	O. Wettstein	Umatilla, Fla.
Vero	Brevard County Tel. Co.	C	A. A. Buck	Indianola, Fla.
Wauchula	Scott Tel. Co.	C	Ed Scott	Arcadia, Fla.
Webster	East Florida Tel. Co.	C	E. E. Voyle	Gainesville, Fla.
Weirsdale	Weirsdale Tel. Co.	D	R. D. Douglas	Weirsdale, Fla.
Wellborn	Florida Tel. Co.	C	O. Wettstein	Live Oak, Fla.
West Palm Beach	West Palm Beach Tel. Co.	C	M. E. Gruber	West Palm Beach, Fla.
West Tampa	Peninsular Tel. Co.	A	W. G. Brorlein	Tampa, Fla.
White Springs	Florida Tel. Co.	C	O. Wettstein	Live Oak, Fla.
Williston	Williston Tel. Co.	D	L. C. Hester	Williston, Fla.
Winter Haven	Peninsular Tel. Co.	A	W. G. Brorlein	Tampa, Fla.
Winter Park	Winter Park Tel. Co.	D	C. H. Galloway	Winter Park, Fla.
Zephyr Hills	Peninsular Tel. Co.	A	W. G. Brorlein	Tampa, Fla.

\*Sale of to Southern Bell approved Dec. 17, 1919.



STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1919.—(Continued.)  
SUBSCRIBERS' STATIONS IN OPERATION AT DECEMBER 31ST, 1919. (1) ALL CLASSES OF COMPANIES—TABLE  
NO. 2.

NAME OF COMPANY.	EXCHANGES IN FLORIDA	NUMBER OF STATIONS JUNE 30th, 1919.					
		Exchange	Rural	Extension	Farmer	P. B. X.	Total
Alachua Tel. Co. ....	Alachua .....	47	85	..	..	..	132
Apalachicola Tel. Co. ....	Apalachicola .....	90	5	..	4	..	99
Apopka Tel. Co. ....	Apopka .....	49	46	..	..	..	95
Baker County Tel. Co. ....	Macclenny .....	..	35	..	..	..	35
Barfield Tel. Co. ....	Blountstown .....	25	50	..	..	..	75
Bonifay Tel. Co. ....	Bonifay .....	134	..	..	..	..	134
Bradford County Tel. Co. ....	Brooker .....	..	52	..	5	..	57
Brevard County Tel. Co. ....	Cocoa .....	103	128	7	..	..	238
	Ft. Pierce .....	192	41	10	6	..	249
	Jensen .....	15	40	1	1	..	57
	Melbourne .....	41	48	1	..	..	90
	New Smyrna .....	122	18	3	3	..	146
	Titusville .....	60	17	1	8	..	86
	Vero .....	23	16	..	1	..	40
Bunnell Tel. Co. ....	Bunnell .....	36	44	..	..	..	80
Callahan Tel. Co. ....	Callahan .....	32	29	..	..	..	61
Clermont Tel. Co. ....	Clermont .....	42	22	..	..	..	64
Cocoanut Grove P. U. Co. ....	Cocoanut Grove .....	141	..	8	..	..	149
Cottondale Tel. Co. ....	Cottondale .....	41	33	..	1	..	75
Crescent City Tel. Co. ....	Crescent City .....	10	59	..	..	..	69
Crestview Tel. Co. ....	Crestview .....	37	10	..	5	..	52
Dade County Tel. Co. ....	Homestead .....	139	75	1	..	..	215
Dania Tel. Co. ....	Dania .....	61	..	..	..	..	61
DeFuniak Springs Tel. Co. ....	DeFuniak Springs ..	190	30	..	..	..	220
DeSoto County Tel. Co. ....	Punta Gorda .....	89	9	11	..	..	109
East Florida Tel. Co. ....	Dunnellon .....	81	..	1	..	..	82
	Gainesville .....	139	..	..	..	..	139
Enterprise Tel. Co. ....	Enterprise .....	4	..	..	..	..	4
Florida Tel. Co. ....	Live Oak .....	313	97	10	..	..	420
	Jasper .....	66	18	..	..	..	84
	White Springs .....	54	22	..	..	..	76
	Mayo .....	56	6	..	12	..	74



	Wellborn .....	9	46	..	12	..	67
	Branford .....	22	55	..	..	..	77
	O'Brien .....	2	18	..	..	..	20
	Jennings .....	6	3	..	..	..	9
Florida Tel. Co. ....	Brooksville .....	135	..	6	..	..	141
Ft. Lauderdale Tel. Co. ....	Ft. Lauderdale ....	187	8	..	..	..	195
Ft. Meade Tel. Co. ....	Ft. Meade .....	213	18	..	..	..	231
G. & J. Tel. Co. ....	Carrabelle .....	31	5	..	..	..	36

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1919.—(Continued.)  
 SUBSCRIBERS' STATIONS IN OPERATION DECEMBER 31st, 1919. (1) ALL CLASSES OF COMPANIES—TABLE NO. 2—  
 (Continued.)

NAME OF COMPANY	EXCHANGES IN FLORIDA	NUMBER OF STATIONS JUNE 30th, 1919.					
		Exchange	Rural	Extension	Farmer	P. B. X.	Total
Gulf Tel. Co. ....	Greenville .....	31	13	..	..	..	44
	Perry .....	178	63	..	15	..	256
Gulf Tel. & Tel. Co. ....	Milton .....	108	61	..	..	..	169
Hastings Telephone Co. ....	Hastings .....	39	90	..	..	..	129
Highland Tel. Co. ....	Dundee .....	8	15	..	..	..	23
	Frostproof .....	35	30	..	..	..	65
	Haines City .....	42	18	..	..	..	60
	Lake Wales .....	78	7	..	3	..	88
High Springs Tel. Co. ....	High Springs .....	82	11	..	..	..	93
Home Tel. Co. ....	Jacksonville .....	..	..	..	..	..	..
Interlachen Tel. Co. ....	Interlachen .....	10	20	..	..	..	30
Kissimmee Tel. Co. ....	Kissimmee .....	308	67	25	..	..	400
Lake Butler Tel. Co. ....	Lake Butler .....	80	86	..	..	..	166
Lake County Tel. Co. ....	Eustis .....	142	16	4	..	..	162
	Mt. Dora .....	21	12	..	..	..	33
	Tavares .....	29	5	..	..	..	34
Lake Worth Tel. Co. ....	Lake Worth .....	114	9	3	..	..	126
Lawtey Tel. Co. ....	Lawtey .....	36	23	..	..	..	59
Lecanto Tel. Co. ....	Crystal River .....	28	32	..	..	..	60
Lee County Tel. Co. ....	Ft. Myers .....	217	87	8	1	..	313
Leesburg Tel. Co. ....	Leesburg .....	221	66	12	..	..	299
Madison Tel. Co. ....	Madison .....	200	..	..	30	..	230
Magill Tel. Co. ....	LaBelle .....	37	21	..	..	..	58
Malone Tel. Co. ....	Malone .....	30	9	..	..	..	39
Marianna Tel. Co. ....	Marianna .....	241	35	..	2	..	278
McIntosh Tel. Co. ....	McIntosh .....	40	31	..	63	..	134
Molino Tel. Co. ....	Molino .....	35	..	..	5	..	40
Monticello Tel. Co. ....	Monticello .....	159	6	2	4	..	171
Montverde Tel. Co. ....	Mont Verde .....	8	..	..	..	..	8
Noma Tel. Co. ....	Noma .....	15	6	..	..	..	21
Ocala Tel. Co. ....	Ocala .....	562	56	52	13	80	763
Okeechobee Tel. Co. ....	Okeechobee .....	101	23	..	..	..	124

Orange City Tel. Co. ....	Orange City .....	27	..	..	1	..	28
Pasco Tel. Co. ....	Dade City .....	147	98	3	..	..	248
Peninsular Tel. Co. ....	Bartow .....	385	66	9	..	..	460
	Bradentown .....	954	238	96	..	5	1,293
	Clearwater .....	384	171	41	..	..	596
	Lakeland .....	924	81	38	..	164	1,207
	*Largo .....	..	..	..	..	..	..
	Mulberry .....	79	22	5	..	..	106
	**Palmetto .....	..	..	..	..	..	..
	Plant City .....	329	134	12	..	..	475
	zPort Tampa .....	..	..	..	..	..	..
	Sarasota .....	255	54	27	..	..	336
	Tarpon Springs .....	166	67	10	..	..	243

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1919.—(Continued.)  
 SUBSCRIBERS' STATIONS IN OPERATION DECEMBER 31ST, 1919. (1) ALL CLASSES OF COMPANIES—TABLE NO. 2.  
 (Continued.)

NAME OF COMPANY.	EXCHANGES IN FLORIDA	NUMBER OF STATIONS DECEMBER 31st, 1919.					
		Exchange	Rural	Extension	Farmer	P. B. X.	Total
Peninsular Tel. Co. ....	Tampa .....	6163	119	375	..	1053	7710
	zzWest Tampa ....	..	..	..	..	..	..
	Winter Haven ....	180	101	9	..	..	290
	oZephyr Hills ....	..	..	..	..	..	..
Ponce de Leon Tel. Co. ....	Ponce de Leon ....	11	30	..	..	..	41
Quincy Tel. Co. ....	Quincy .....	334	139	36	..	..	509
Riverside Tel. Co. ....	Blountstown ....	32	20	..	..	..	52
Ruskin Tel. Co. ....	Ruskin .....	..	26	..	..	..	26
St. Cloud Tel. Co. ....	St. Cloud .....	73	..	13	..	..	86
Scott Tel. Co. ....	Arcadia .....	366	144	15	..	..	525
	Avon Park .....	52	19	1	..	..	72
	Bowling Green ....	20	19	..	..	..	39
	Wauchula .....	121	94	3	..	..	218
Sebring Tel. Co. ....	Sebring .....	53	20	..	1	..	74
Sorrento Tel. Co. ....	Sorrento .....	3	1	..	..	..	4
South Atlantic Tel. Co. ....	Miami .....	2444	..	312	805	..	3561
Southern Telephone and Construction Co. ....	Miami Beach .....	82	..	10	..	..	92
Southern Bell Tel. and Tel. Co. ....	Tallahassee .....	549	114	53	7	8	731
	Camp Johnson ....	7	..	..	51	..	58
	Chipley .....	133	17	3	7	..	160
	Daytona .....	708	8	30	6	6	758
	DeLand .....	405	32	25	..	..	462
	Fernandina .....	216	6	16	2	..	240
	Gainesville .....	684	23	34	10	..	751
	Geneva .....	16	5	..	..	..	21
	Graceville .....	38	3	..	21	..	62
	Green Cove Springs. ....	128	4	2	22	..	156
	Havana .....	31	15	..	4	..	50
	Jacksonville .....	9236	1122	1238	77	2124	13797
	Key West .....	774	1	71	..	122	968
	Lake City .....	233	3	11	30	..	277
	Lynn Haven .....	39	1	2	..	..	42

	Micanopy .....	62	28	..	30	..	120
	Orlando .....	1042	55	75	39	288	1499
	Oveido .....	23	9	..	5	..	37
	Pablo Beach .....	19	3	3	..	..	25
	Palatka .....	424	45	32	24	8	533
	Panama City .....	156	21	10	12	19	218
	Pensacola .....	2210	99	230	11	478	3028
	St. Augustine .....	693	41	42	5	28	809
	St. Andrews .....	58	..	1	..	..	59
	Sanford .....	469	81	25	5	..	580
	Starke .....	134	9	..	24	..	167
Starke Tel. Co. ....	Umatilla .....	79	47	..	..	..	126
Umatilla Tel. Co. ....	St. Petersburg .....	1371	374	106	..	41	1892
West Coast Tel. Co. ....	Weirsdale .....	13	..	..	..	..	13
Weirsdale Tel. Co. ....							



STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1919.—(Continued.)  
 SUBSCRIBERS' STATIONS IN OPERATION DECEMBER 31st, 1919. (1) ALL CLASSES OF COMPANIES—TABLE NO. 2.  
 (Continued.)

NAME OF COMPANY.	EXCHANGES IN FLORIDA	NUMBER OF STATIONS DEC. 31, 1919.					
		Exchange	Rural	Extension	Farmer	P. B. X.	Total
West Palm Beach Tel. Co. ....	Delray .....	20	8	..	20	..	48
	Stuart .....	30	12	2	..	..	44
Williston Tel. Co. ....	W. Palm Beach....	625	91	61	..	96	873
Winter Park Tel. Co. ....	Williston .....	80	..	..	16	..	96
	Winter Park .....	185	..	..	8	..	193
Totals .....		40,746	6,046	3,253	1,437	4,520	56,002

\*Included with Clearwater.  
 \*\*Included with Brandentown.  
 zIncluded with Tampa.  
 zzIncluded with Tampa.  
 oIncluded with Tampa.  
 xPurchased by Southern Bell.

STATISTICS OF TELEPHONE COMPANIES.—CALENDAR YEAR 1919.  
GENERAL BALANCE SHEETS—ENTIRE COMPANY—CLASS "A," "B" AND "C."—TABLE NO. 3.

NAME OF COMPANY.	Class.	ASSETS.				
		Plant and Equipment.	Other Investments and Advances.	Cash and Working Assets.	Deferred Debit Items.	Total Assets.
Brevard County Tel. Co. ....	"C"	\$ 89,201.42	\$ .....	\$ 4,517.97	\$ .....	\$ 93,719.39
East Florida Tel. Co. ....	"C"	114,516.01	4,500.00	2,225.00	.....	121,241.01
Florida Tel. Co. ....		.....	.....	.....	.....	.....
*Kissimmee Tel. Co. ....		.....	.....	.....	.....	.....
Peninsular Tel. Co. ....	"A"	1,767,325.78	.....	160,749.38	6,995.57	1,935,070.73
Quincy Tel. Co. ....	"C"	48,548.10	.....	7,686.34	.....	56,234.44
Scott Tel. Co. ....	"C"	54,154.75	1,132.32	12,913.16	.....	68,200.23
South Atlantic T. & T. Co. ....	"A"	485,355.54	.....	40,423.89	2,149.00	527,928.43
Southern Bell Tel. Co. (1) ....		34,798,662.67	18,460,445.01	3,238,626.16	1,070,645.14	57,568,378.98
Southern Tel. & Const. Co. ....	"C"	89,217.21	4,100.00	9,649.49	174.18	103,140.88
West Coast Tel. Co. ....	"C"	122,281.33	.....	11,553.18	.....	133,834.51
West Palm Beach Tel. Co. ....	"C"	97,734.14	500.00	18,064.87	.....	116,299.01
Ocala Telephone Co. ....	"C"	51,162.86	.....	4,176.34	118.02	55,457.22
Total .....		\$ 37,718,159.81	\$ 18,470,677.33	\$ 3,510,585.78	\$ 1,080,081.91	\$ 60,779,504.83

STATISTICS OF TELEPHONE COMPANIES. (Continued.)  
GENERAL BALANCE SHEETS—ENTIRE COMPANY—CLASS "A," "B" AND "C." TABLE NO. 3. (Continued.)

NAME OF COMPANY	Class	LIABILITIES.												
		Capital	Stock	Funded Debt Notes Payable.	Working Liabilities.	Deferred Credit Items.	Appropriated Surplus.	Proprietors Account.	Surplus Account.	Total Liabilities.				
Brevard County Tel. Co....	"C"	\$	39,291.00	\$.....	\$	2,500.00	\$	27,832.57	\$.....	\$	24,094.82	\$	93,719.39	
East Florida Tel. Co. ....	"C"		45,400.00			7,934.90		54,952.00			12,954.11		121,241.01	
*Florida Tel. Co. ....														
Kissimmee Tel. Co. ....														
Peninsular Tel. Co. ....	"A"		697,300.00		691,000.00		68,492.36		311,469.34		113,752.87		53,056.16	1,935,070.73
Quincy Tel. Co. ....	"C"						5,385.63		2,680.25				48,168.56	56,234.44
Scott Tel. Co. ....	"C"		50,000.00				1,754.56		12,271.95				4,173.72	68,200.23
South Atlantic T. & T. Co..	"A"		237,600.00		158,500.00		115,051.14		36,638.56				†19,861.27	527,928.43
Southern Bell T. Co. (1).			27,500,000.00		18,094,488.45		1,893,617.23		7,156,363.38				2,923,909.92	57,568,378.98
Southern Tel. & Const. Co.	"C"		70,000.00				1,619.48		27,819.95				3,701.45	103,140.88
West Coast Tel. Co. ....	"C"		65,500.00		30,000.00		29,093.30						9,241.21	133,834.51
West Palm Beach Tel. Co.	"C"		53,575.00		23,000.00		50,965.37						†11,241.36	116,290.01
Ocala Telephone Co. ....	"C"		10,000.00		1,000.00				22,400.00				22,057.22	55,457.22
Total .....			\$28,768,666.00		\$18,997,988.45		\$ 2,176,413.97		\$ 7,652,429.00		\$ 113,752.87		\$ 3,070,254.54	\$60,779,504.83

\*Data Not reported.

†Deficit or debit.

(1) The Southern Bell Company operates in several States besides Florida and Balance Sheet covers entire system. All other companies operate wholly within the State of Florida.

**STATISTICS OF TELEPHONE COMPANIES, CALENDAR YEAR 1919.**  
**OPERATING RESULTS BY EACH EXCHANGE.**

NAME OF COMPANY	EXCHANGES	Operating Revenues	Miscellan's Operating Revenues	Income Credits	Total Income	Operating Expenses
Brevard County Tel. Co. ....	Cocoa .....	\$ 5,463.72	\$ 913.42	\$ .....	\$ 6,377.14	\$ 3,175.15
	Ft. Pierce .....	7,344.24	369.61	.....	7,713.85	3,526.12
	Jensen .....	1,390.65	42.50	.....	1,433.15	1,235.28
	Melbourne .....	2,127.15	106.20	.....	2,233.35	1,900.78
	New Smyrna .....	4,679.26	162.35	.....	4,841.61	3,326.09
	Titusville .....	2,987.42	87.11	306.46	3,380.99	2,446.08
	Vero .....	1,312.41	78.50	.....	1,390.71	1,447.13
Company Total .....		25,304.65	1,759.69	306.46	27,370.80	17,056.61
East Florida Telephone Co. (System).....		23,463.97	.....	686.53	24,150.50	14,407.63
Florida Tel. Co. (N. R.) .....		.....	.....	.....	.....	.....
Company Total .....		.....	.....	.....	.....	.....
Home Telephone Co. ....	Jacksonville .....	18,765.41	812.25	.....	19,577.66	20,164.31
Kissimmee Tel. Co. ....	Kissimmee .....	11,991.31	160.00	.....	12,151.31	6,783.34
Ocala Tel. Co. ....	Ocala .....	22,905.56	143.80	.....	23,049.36	11,841.71
Peninsular Tel. Co. ....	Bartow .....	11,427.40	90.00	.....	11,517.40	7,861.37
	Bradentown .....	25,844.16	113.00	.....	25,957.16	18,667.81
	Clearwater .....	13,355.53	80.00	.....	13,435.53	9,053.37
	Lakeland .....	25,961.46	264.00	.....	26,225.46	12,786.94
	*Largo .....	.....	.....	.....	.....	.....
	Mulberry .....	3,425.60	65.00	.....	3,490.60	1,602.70
	**Palmetto .....	.....	.....	.....	.....	.....
	Plant City .....	9,956.47	92.80	.....	10,049.27	6,878.03
	***Port Tampa .....	.....	.....	.....	.....	.....
	Sarasota .....	7,653.39	10.00	.....	7,663.39	4,237.53
	Tampa .....	222,572.28	979.39	2,175.40	225,727.07	88,448.50
	Tarpon Springs .....	6,238.41	2.50	.....	6,240.91	3,754.13
	****West Tampa .....	.....	.....	.....	.....	.....
	Winter Haven .....	6,566.63	82.50	.....	6,649.13	5,252.52
Company Total Exchange Operations.....		333,001.33	1,779.19	2,175.40	336,955.92	158,642.70
Company System Total Operations.....		94,721.97	.....	1,036.50	95,758.47	39,915.49
Company Not Allocated to Each Exchange.		.....	.....	.....	.....	.....
Company System Total .....		\$ 427,723.30	\$ 1,779.19	\$ 3,211.90	\$ 432,714.39	\$ 198,558.19

STATISTICS OF TELEPHONE COMPANIES, CALENDAR YEAR 1919.  
OPERATING RESULTS BY EACH EXCHANGE—(Continued).

NAME OF COMPANY	EXCHANGES	Depreciation	Taxes and Uncollectibles	Rents	Interest and Miscellaneous Charges	Total Deductions	Net Income
Brevard County Tel. Co. ....	Cocoa .....	\$ 1,175.37	\$ 233.18	\$ .....	\$ 31.25	\$ 4,614.93	\$ 1,762.21
	Fl. Pierce .....	271.55	172.42	33.03	6,103.12	1,610.73	
	Jensen .....	518.28	75.14	6.25	1,834.95	†401.80	
	Melbourne .....	622.21	87.50	12.50	2,622.99	†389.64	
	New Smyrna....	968.88	231.06	25.00	4,551.03	290.58	
	Titusville .....	631.68	141.31	12.50	3,231.57	149.42	
	Vero .....	213.00	71.54	6.25	1,737.92	†347.21	
Company Total .....		6,500.97	1,012.15	126.78	24,696.51	2,674.29	
East Florida Telephone Co. (System).....		4,540.00	1,187.85	528.49	20,663.97	3,486.53	
Florida Tel. Co. (N. R.) .....							
Company Total .....							
Home Telephone Co. ....	Jacksonville .....		7,620.10		27,784.41	†8,206.75	
Kissimmee Tel. Co. ....	Kissimmee .....	3,000.00	748.15		10,531.49	1,619.82	
Ocala Tel. Co. ....	Ocala .....	4,800.00	1,675.67		18,740.28	4,309.08	
Peninsular Tel. Co. ....	Bartow .....		595.17	379.96	8,836.50	2,680.90	
	Bradentown .....		1,274.75	834.00	20,776.56	5,180.60	
	Clearwater .....		681.24	506.00	10,240.61	3,194.92	
	Lakeland .....		2,293.02	469.00	15,548.96	10,676.50	
	*Largo .....						
	Mulberry .....		213.11	264.00	2,079.81	1,410.79	
	**Palmetto .....						
	Plant City .....		505.22	186.32	7,569.57	2,479.70	
	***Port Tampa..						
	Sarasota .....		354.68	281.76	4,973.77	2,689.62	
	Tampa .....		27,837.25	601.76	116,982.21	108,744.86	
	Tarpon Springs..		370.58	242.00	4,366.71	1,874.20	
	****West Tampa..						
	Winter Haven..		354.03	343.50	5,950.05	699.08	
Company Total Exchange Operations.....			34,479.05	4,108.30	94.70	197,324.75	139,631.17



Company System Total Operations.....	13,517.91	5,887.56	673.96	4,025.97	64,020.89	31,737.58
Company Not Allocated to Each Exchange.	50,853.24			37,824.03	88,677.27	†88,677.27
Company System Total .....	\$ 64,371.15	\$ 40,366.61	\$ 4,782.26	\$ 41,944.70	\$ 350,022.91	\$ 82,691.48

\*Included with Clearwater.  
\*\*Included with Bradentown.  
\*\*\*Included with Tampa.  
\*\*\*\*Included with Tampa.

STATISTICS OF TELEPHONE COMPANIES.  
OPERATING RESULTS BY CLASS OF COMPANIES AND EACH EXCHANGE OPERATED IN THE STATE OF FLORIDA  
CLASS A, B AND C COMPANIES—TABLE NO. 4.—(Continued.)

NAME OF COMPANY	EXCHANGES	Operating Revenues	Miscellan's Operating Revenues	Income Credits	Total Income	Operating Expenses
Quincy Tel. Co.....	Quincy .....	\$ 15,051.25	\$ .....	\$ .....	\$ 15,051.25	\$ 9,765.98
Scott Tel. Co.....	Arcadia .....	17,331.85	..	21.25	17,353.10	11,752.18
	Avon Park .....	2,851.15	..	..	2,851.15	2,037.76
	Bowling Green ..	1,453.64	..	..	1,453.64	1,247.11
	Wauchula .....	7,124.14	..	..	7,124.14	5,486.22
Company Total .....	28,760.78	..	21.25	28,782.03	20,523.27	
	Miami .....	..	..	..	..	..
South Atlantic T. & T. Co.....	Miami Beach ..	..	..	..	..	..
Company Total .....	102,058.31	..	381.77	102,440.08	71,511.17	
Southern Bell Tel. Co .....	Camp Johnson ..	..	..	..	..	..
	Chipley .....	4,071.92	77.51	3.04	4,152.47	4,686.83
	Daytona .....	20,505.63	689.01	8.88	21,203.52	16,118.04
	DeLand .....	11,885.99	343.66	6.28	12,235.93	10,427.98
	Fernandina .....	6,401.79	22.27	4.33	6,428.39	4,307.87
	Gainesville .....	22,213.32	372.83	12.69	22,598.84	13,797.70
	Geneva .....	691.36	†1.23	.31	690.44	900.48
	Graceville .....	967.05	5.92	1.00	973.97	1,317.24
	Green Cove Sprgs.	3,525.65	19.86	2.51	3,548.02	3,165.81
	Havana .....	1,063.27	25.97	1.06	1,090.30	1,410.08
	Jacksonville ....	496,671.61	16,195.36	2,446.44	515,313.41	331,671.84
	Key West .....	28,550.69	1,495.65	82.60	30,128.94	24,235.42
	Lake City .....	6,411.43	159.95	4.30	6,575.68	6,719.98
	Lynn Haven .....	746.15	.39	.50	747.04	1,081.22
	Micanopy .....	2,602.44	4.49	1.38	2,608.31	2,750.55
	Orlando .....	37,398.55	480.44	21.83	37,900.82	23,528.26
	Oveido .....	799.79	2.68	.50	802.97	1,423.52
	Pablo Beach ....	539.31	†47.34	.82	492.79	970.13
	Palatka .....	15,769.73	524.60	10.36	16,304.69	11,937.96
	Panama City .....	5,408.26	148.65	3.38	5,560.30	3,840.83
	Pensacola .....	102,085.29	1,911.77	†156.88	103,840.18	55,503.15
	St. Augustine ....	23,427.44	400.19	12.83	23,840.46	14,365.12
	St. Andrews ...	1,469.96	40.58	1.82	1,512.36	1,488.37

Company Total .....	Sanford .....	17,804.63	295.25	10.24	18,110.12	12,968.29
Connecting Company Settlements .....	.....	811,011.36	23,168.46	2,480.22	836,660.04	548,624.80
Total Company System in Florida .....	.....	.....	611.62	.....	611.62	.....
Southern Tel. & Const. Co. ....	Tallahassee .....	811,011.36	23,780.08	2,480.22	837,271.66	548,624.80
West Coast Tel. Co. ....	St. Petersburg .....	26,309.48	1,415.34	435.17	28,159.99	14,940.34
West Palm Beach Tel. Co. ....	Delray .....	45,337.37	2,197.31	.....	47,534.68	23,843.15
.....	Stuart .....	1,522.31	.....	.....	1,522.31	1,748.58
.....	W. Palm Beach ..	2,270.17	100.00	.....	2,370.17	1,977.12
.....	.....	32,586.50	2,350.14	.....	34,936.64	19,073.30
.....	.....	36,378.08	2,450.14	.....	38,829.12	22,799.00
Company Total .....	.....	.....	.....	.....	.....	.....
Grand Total .....	.....	\$1,595,061.73	\$ 34,497.80	\$ 7,523.30	\$1,637,082.83	\$ 980,819.50

OPERATING RESULTS BY CLASS OF COMPANIES AND EACH EXCHANGE OPERATED IN THE STATE OF FLORIDA  
TABLE NO. 4.—(Continued.)

NAME OF COMPANY	EXCHANGES	Depreciation	Taxes and Uncollectible Revenues	Rents	Interest and Miscellaneous Charges	Total Deductions	Net Income
Quincy Tel. Co.	Quincy	\$ 2,700.00	\$ 513.46	\$.....	\$.....	\$ 12,979.44	\$ 2,071.81
Scott Tel. Co.	Arcadia	2,365.13	389.00	.....	.....	14,506.31	2,846.79
	Avon Park	387.92	60.00	.....	.....	2,485.68	365.47
	Bowling Green	213.35	27.95	.....	.....	1,488.41	134.77
	Wauchula	1,338.33	80.75	.....	.....	6,905.30	218.84
Company Total		4,394.73	557.70	.....	.....	25,385.70	3,396.33
South Atlantic T. & T. Co.	Miami	.....	.....	.....	.....	.....	.....
	Miami Beach	.....	.....	.....	.....	.....	.....
Company Total		16,990.61	4,274.24	774.57	12,680.19	106,230.78	13,790.70
Southern Bell Tel. Co.	Camp Johnson	.....	.....	.....	.....	.....	.....
	Chipley	998.34	825.02	422.65	.....	6,933.74	1,278.12
	Daytona	7,006.74	1,518.78	1,731.93	8.52	26,384.01	1,180.49
	DeLand	2,369.63	1,305.79	1,083.04	.....	15,185.54	1,949.61
	Fernandina	1,473.45	747.02	395.97	.....	6,924.31	1,495.92
	Gainesville	3,899.83	2,207.14	1,748.09	.....	21,652.76	946.08
	Geneva	297.40	13.23	91.76	.....	1,311.97	1,621.43
	Graceville	217.16	60.32	131.12	.....	1,725.84	1,751.87
	Green Cove Sprgs	694.42	489.11	247.44	.....	4,596.78	1,048.76
	Havana	348.93	232.74	121.05	.....	2,113.70	1,023.40
	Jacksonville	95,748.67	55,134.86	22,458.52	33.57	505,047.46	10,265.95
	Key West	7,723.30	3,478.40	1,605.47	.....	37,042.59	1,691.65
	Lake City	1,216.20	1,021.39	384.07	.....	9,341.64	1,265.96
	Lynn Haven	388.49	206.74	155.43	.....	1,831.88	1,084.84
	Micanopy	561.33	345.80	194.32	.....	3,852.00	1,243.69
	Orlando	5,720.36	2,568.99	2,439.60	.....	34,257.21	1,643.61
	Oviedo	344.90	23.76	111.48	.....	1,903.66	1,100.69
	Pablo Beach	241.77	44.24	170.78	.....	1,426.92	1,934.13
	Palatka	2,322.99	1,395.11	1,124.83	.....	16,780.89	1,476.20
	Panama City	887.51	404.55	440.57	.....	5,582.49	1,221.10
	Pensacola	18,054.41	6,823.65	5,570.11	.....	85,951.32	17,888.86
	St. Augustine	3,925.96	1,683.95	1,738.48	.....	21,713.41	1,126.95
	St. Andrews	376.65	266.27	128.36	.....	2,259.65	1,747.29
	Sanford	3,359.93	1,762.49	1,075.36	.....	19,166.07	1,055.95
Company Total		158,178.37	82,560.25	43,580.33	42.09	832,985.84	3,674.20

Connecting Company Settlements .....	.....	.....	.....	.....	.....	.....	611.62
Total Company System in Florida.....	158,178.37	82,560.25	43,580.33	42.09	832,985.84	4,285.82	
Southern Tel. & Const. Co.....	5,176.61	2,024.22	.....	28.28	22,169.45	5,990.54	
West Coast Tel. Co.....	8,236.35	5,028.90	.....	2,100.00	39,208.40	8,326.28	
West Palm Beach Tel. Co.....	440.00	21.35	240.00	.....	2,449.93	†927.62	
	680.00	177.49	300.00	.....	3,134.61	†764.44	
	6,003.80	1,287.21	1,785.00	2,015.64	30,164.95	4,771.69	
	7,123.80	1,486.05	2,325.00	2,015.64	35,749.49	3,079.63	
Company Total .....	.....	.....	.....	.....	.....	.....	.....
Grand Total .....	\$ 285,922.59	\$ 149,055.35	\$ 51,462.16	\$ 59,889.07	\$1,527,148.67	\$ 109,934.16	
†Deficit.	.....	.....	.....	.....	.....	.....	

N. R. No report, purchased by Otto Wettstern, Jr., Nov. 1, 1919.  
xSale and purchase by Southern Bell approved Dec. 17, 1919.



STATISTICS OF TELEPHONE COMPANIES, CALENDAR YEAR 1919—Continued.  
INCOME STATEMENTS—CLASS D EXCHANGES TABLE 5.

NAME OF COMPANY.	Exchange.	Operating Revenue.	Miscellaneous Revenue.	Total Revenue	Operating Expenses.	Taxes	Interest Deductions.	Net Income.
Alachua Tel. Co. (N. R.)	Alachua							
Apalachicola Tel. Co.	Apalachicola	\$ 2,754.65		\$ 2,754.65	\$ 2,227.32			\$ 527.33
Apopka Tel. Co.	Apopka	2,110.00		2,110.00	2,156.50	3.50		50.00
Baker County Tel. Co. (N. R.)	Maccleenny							
Barfield Tel. Co. (N. R.)	Blountstown							
Bonifay Tel. Co. (N. R.)	Bonifay							
Bradford County Tel. Co.	Brooker	891.00	15.00	906.00	522.00	14.00	60.00	310.00
Bunnell Tel. Co.	Bunnell	1,682.68		1,682.68	1,049.00	96.00		537.68
Callahan Tel. Co.	Callahan	1,584.00		1,584.00	1,440.00	14.87	96.00	33.13
Clermont Tel. Co.	Clermont	1,355.50	15.00	1,370.50	1,630.00	24.50	33.00	317.00
Cocanut Grove P. U. Co.	Cocanut Grove	3,881.68	100.00	3,981.68	4,875.76	24.93	564.36	1,483.37
Cottondale Tel. Co.	Cottondale	847.25		847.25	1,880.00		52.50	1,085.25
Crescent City Tel. Co.	Crescent City	1,900.00		1,900.00	1,880.00	20.00		
Crestview Tel. Co.	Crestview	1,363.17		1,363.17	574.43	47.19	160.00	581.55
Dade County Tel. Co.	Homestead	6,750.55		6,750.55	5,966.41	394.10	312.00	78.04
Dania Tel. Co.	Dania	1,465.37	35.00	1,500.37	1,420.13	14.85		65.39
DeFuniak Springs Tel. Co.	DeFuniak Springs	5,375.84	2,114.85	7,490.69	7,307.01	233.50		49.82
	Laurel Hill							
DeSoto County Tel. Co.	Punta Gorda	3,113.94		3,113.94	2,892.11	72.50	80.45	68.88
Enterprise Tel. Co.	Enterprise	128.39		128.39	22.91			105.48
Florida Tel. Co.	Brooksville	3,993.60	102.50	4,096.10	4,085.62		57.53	47.05
Ft. Lauderdale Tel. Co.	Ft. Lauderdale	4,269.73	475.37	4,745.10	4,214.16	149.50		381.44
Ft. Meade Tel. Co.	Ft. Meade	4,760.00	22.00	4,782.00	4,025.00	105.00	80.00	572.00
G. & J. Tel. Co.	Carrabelle	933.85	11.00	944.85	799.95	44.00		100.90
Gulf Tel. Co.	Greenville	1,967.81	29.00	1,996.81	1,921.89	35.66		39.26
	Perry	7,029.51	1,944.18	8,973.69	9,765.22	233.53	476.64	1,501.70
Gulf Tel. & Tel. Co.	Milton	8,369.70		8,369.70	7,893.36	604.48		128.14
Hastings Tel. Co.	Hastings	3,817.23		3,817.23	2,913.36	130.00	452.00	321.87



STATISTICS OF TELEPHONE COMPANIES, CALENDAR YEAR 1919.  
INCOME STATEMENTS—CLASS D EXCHANGES, TABLE NO. 5—Continued.

	Exchange.	Operating Revenue.	Miscellaneous Revenue.	Total Revenue	Operating Expenses.	Taxes	Interest Deductions.	Net Income.
Highland Tel. Co. ....	Dundee .....	8,274.92	.....	8,274.92	7,756.78	81.94	500.00	† 63.80
	Frostproof .....							
	Haines City .....							
	Lake Wales .....							
High Springs Tel. Co. ....	High Springs .....	2,034.38	.....	2,034.38	1,920.00	19.50	.....	94.88
Interlachen Tel. Co. ....	Interlachen .....	818.71	12.00	830.71	761.65	48.00	.....	21.06
Lake Butler Tel. Co. ....	Lake Butler .....	3,900.00	.....	3,900.00	3,423.87	89.10	.....	387.03
Lake County Tel. Co. ....	Eustis .....	7,850.47	.....	7,850.47	6,722.32	400.46	920.00	† 192.31
Lake Worth Tel. Co. ....	Lake Worth .....	2,860.85	.....	2,860.85	3,152.07	63.13	.....	† 354.35
Lawtey Tel. Co. ....	Lawtey .....	1,497.58	.....	1,497.58	1,088.68	77.15	.....	331.75
Lecanto Tel. Co. ....	Crystal River .....	1,382.54	.....	1,382.54	1,223.00	18.50	128.00	† 13.04
Leesburg Tel. Co. ....	Leesburg .....	\$ 7,413.32	.....	\$ 7,413.32	\$ 7,138.21	\$ 205.25	\$ 1,000.00	\$† 930.14
Madison Tel. Co. ....	Madison .....	4,398.79	.....	4,398.79	4,648.08	100.00	.....	† 349.29
Magill Tel. Co. ....	Labelle .....	1,272.44	.....	1,272.44	1,061.25	4.00	.....	207.19
Malone Tel. Co. (N. R.) .....	Malone .....							
Marianna Tel. Co. ....	Marianna .....	6,943.77	.....	6,943.77	5,615.50	145.65	1,280.00	† 97.38
McIntosh Tel. Co. ....	McIntosh .....	2,647.05	86.67	2,733.72	2,755.57	24.00	44.24	† 90.09
Moline Tel. Co. ....	Molino .....	1,260.00	120.00	1,380.00	1,140.00	15.00	.....	225.00
Monticello Tel. Co. ....	Monticello .....	4,216.00	50.00	4,266.00	3,600.00	189.15	.....	476.85
Monteverde Tel. Co. (N. R.) .....	Monteverde .....							
Noma Tel. Co. (N. R.) .....	Noma .....							
Okeechobee Tel. Co. ....	Okeechobee .....	3,471.65	4.15	3,475.80	3,206.35	354.65	.....	† 85.20
Orange City Tel. Co. ....	Orange City .....	856.97	.....	856.97	1,341.97	10.00	.....	† 495.00
Pasco Tel. Co. ....	Dade City .....	6,400.44	.....	6,400.44	5,380.93	233.00	1,016.00	† 229.49
Poncede Leon Tel. Co. (N. R.) .....	Poncede Leon .....							
Riverside Tel. Co. ....	Blountstown .....	1,997.65	.....	1,997.65	2,511.09	42.00	.....	† 555.44
Ruskin Tel. Co. ....	Ruskin .....	615.56	5.00	620.56	535.95	5.57	.....	79.04
St. Cloud Tel. Co. ....	St. Cloud .....	1,724.50	.....	1,724.50	1,515.50	70.00	300.00	† 161.00

Sebring Tel. Co. ....	Sebring .....	1,717.21	1,717.21	1,661.17	44.80	128.15	†	116.91
Sorrento, Tel. Co. ....	Sorrento .....	121.57	121.57	79.52	.....	.....	.....	42.05
Starke Tel. Co. ....	Starke .....	3,604.90	3,604.90	4,000.00	184.00	400.00	†	979.10
Umatilla Tel. Co. ....	Umatilla .....	2,107.03	2,107.03	2,338.00	96.12	280.00	†	607.09
Weirsdale Tel. Co. (N. R.) .....	Weirsdale .....	1,385.18	1,385.18	1,118.00	32.70	.....	.....	234.48
Williston Tel. Co. ....	Williston .....	4,835.95	5,473.01	3,807.20	181.34	773.94	.....	710.53
Winter Park Tel. Co. ....	Winter Park .....	.....	.....	.....	.....	.....	.....	.....
Total .....	.....	155,955.88	5,777.78	161,733.66	150,964.80	4,997.12	9,194.81	† 3,423.07

†Deficit.

N. R.—Not reported.



STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1919.  
GENERAL BALANCE SHEET—ENTIRE LINE DEC. 31st, 1919. TABLE NO. 11.

ASSETS.									LIABILITIES.									
NAME OF ROAD	Investment in Road and Equipment, Including Leased Lines	Other Investments	Cash and Current Assets	Deferred Assets	U. S. Government Deferred Assets	Unadjusted Debits	U. S. Government Unadjusted Debits	Total Assets	Capital Stock	Long Term Debt	Current Liabilities	Deferred Liabilities	U. S. Government Deferred Liabilities	Unadjusted Credits	U. S. Government Unadjusted Credits	Appropriated Surplus	Profit and Loss	Total Liabilities
COMPANIES OPERATED INDEPENDENT OF U. S. GOVERNMENT.																		
Apalachicola Northern R. R. Co.	\$ 2,862,724.50	\$ 50,512.50	\$ 151,309.54	\$ 58,761.88	\$ .....	\$ 2,577.11	\$ .....	\$ 3,125,885.53	\$ 1,100,000.00	\$ 2,000,000.00	\$ 1,160,243.69	\$ 51,245.91	\$ .....	\$ 64,056.63	\$ .....	\$ 2,387.77	\$ †1,152,048.47	\$ 3,125,885.53
Birmingham, Columbus & St. Andrews R. R.	27,748.99	.....	2,482.23	.....	.....	.....	.....	30,231.22	.....	5,263.06	21,495.72	.....	.....	5,534.55	.....	.....	†2,062.11	30,231.22
Charlotte Harbor & Northern Ry.	3,326,216.68	129,810.44	772,260.59	57,454.94	.....	4,636.36	.....	4,290,379.01	4,000,000.00	.....	46,408.51	.....	.....	122,822.36	.....	.....	121,148.14	4,290,379.01
*Fellsmere Railroad Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gulf, Florida & Alabama Ry.	9,310,734.76	.....	188,190.42	100.10	.....	19,912.73	.....	9,518,938.01	4,660,000.00	5,378,500.00	615,793.33	.....	.....	108,819.48	.....	.....	†1,244,174.80	9,518,938.01
Madison Southern Ry.	57,428.85	3,000.00	5,619.75	.....	.....	.....	.....	66,048.60	50,000.00	.....	4,181.34	.....	.....	1,655.53	.....	.....	10,211.73	66,048.60
Ocala & Southwestern R. R.	47,501.00	.....	304.00	.....	.....	.....	.....	47,805.00	25,000.00	.....	37,201.49	.....	.....	2,701.47	.....	.....	†17,097.96	47,805.00
**Ocklawaha Valley R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans Ry.	237,062.00	.....	4,093.23	.....	.....	.....	.....	241,155.23	10,000.00	.....	19,777.98	.....	.....	.....	.....	.....	211,377.25	241,155.23
Port St. Joe Dock & Terminal Co.	1,123,566.67	145,195.17	4,107.32	.....	.....	382.69	.....	1,273,251.85	100,000.00	1,053,905.83	174,758.12	.....	.....	925.61	.....	.....	†56,317.71	1,273,251.85
Tampa & Jacksonville Ry.	1,160,329.62	.....	10,196.23	.....	.....	212.13	.....	1,170,737.98	604,900.00	549,949.55	167,615.47	.....	.....	16,902.01	.....	.....	†168,629.05	1,170,737.98
Tavares & Gulf R. R.	604,485.01	.....	11,552.23	.....	.....	.....	.....	616,037.24	250,000.00	299,000.00	760,921.22	.....	.....	11,735.64	.....	.....	†705,619.62	616,037.24
Totals	\$ 18,757,798.08	\$ 328,518.11	1,150,115.54	116,316.92	.....	27,721.02	.....	20,380,469.07	\$ 10,699,900.00	\$ 9,286,618.44	\$ 3,008,376.87	\$ 51,245.91	\$ .....	\$ 335,153.28	\$ .....	\$ 2,387.77	†\$3,003,212.60	\$ 20,380,469.07
COMPANIES UNDER CO-OPERATIVE CONTRACTS WITH U. S. GOVERNMENT.																		
xAndalusia, Florida & Gulf Ry.	\$ 22,000.00	\$ .....	\$ 3,765.13	.....	\$ .....	\$ .....	\$ .....	\$ 25,765.13	\$ 25,000.00	\$ .....	\$ 2.56	.....	\$ .....	\$ 457.19	\$ .....	\$ .....	\$ 305.38	\$ 25,765.13
Atlanta & St. Andrews Bay Ry. Co.	1,545,185.13	3,045.81	36,849.17	.....	.....	18,598.09	.....	1,603,678.20	300,000.00	850,000.00	107,764.58	37,590.00	.....	383,804.24	.....	.....	†75,480.62	1,603,678.20
Florida, Alabama & Gulf Ry.	157,315.01	600.00	23,495.44	.....	.....	7.56	.....	181,418.01	150,000.00	275,000.00	458,187.32	.....	.....	6,568.07	.....	.....	†708,337.38	181,418.01
Live Oak, Perry & Gulf R. R.	1,390,509.42	15,536.30	103,910.35	25.00	.....	4,801.69	.....	1,514,782.76	600,000.00	809,000.00	26,401.01	.....	.....	66,292.23	.....	.....	13,089.52	1,514,782.76
Marianna & Blountstown R. R.	178,931.02	.....	32,119.57	.....	.....	112,516.70	.....	323,567.29	120,000.00	200,000.00	79,773.45	.....	.....	14,782.61	.....	.....	†90,988.77	323,567.29
Pelham & Havana R. R.	147,118.60	.....	844.83	.....	.....	.....	.....	147,963.43	100,000.00	7,826.31	10,540.21	.....	.....	1,951.00	.....	.....	27,645.91	147,963.43
South Georgia Ry.	448,218.43	38,145.87	74,319.84	50.05	.....	15,719.68	.....	576,453.87	58,000.00	199,000.00	30,038.10	.....	.....	77,610.89	.....	.....	211,804.88	576,453.87
Totals	\$ 3,889,277.61	\$ 57,327.98	275,304.33	75.05	.....	151,643.72	.....	4,373,628.69	\$ 1,353,000.00	\$ 2,340,826.31	\$ 712,707.23	\$ 37,590.00	\$ .....	\$ 551,466.23	\$ .....	\$ .....	†\$621,961.08	\$ 4,373,628.69
CORPORATIONS (PROPERTIES BEING OPERATED BY U. S. GOVERNMENT. SEE TABLE NO. 5 FOR ASSETS AND LIABILITIES DURING FEDERAL OPERATION).																		
Atlantic Coast Line R. R. Co.	\$263,456,354.19	\$ 5,696,668.07	\$ 13,741,448.21	\$ 332,461.91	\$ 16,687,671.80	\$ 562,065.61	\$ 475,015.11	\$ 300,961,684.90	\$ 73,596,142.50	\$142,250,765.00	\$ 4,418,797.88	\$ 876.05	\$ 11,637,687.66	\$ 24,066,329.57	\$ .....	\$ 683,004.86	\$ 44,308,081.38	\$300,961,684.90
East & West Coast Ry.	785,626.86	.....	1,414.33	9,658.61	.....	3.45	5,584.65	802,287.90	250,000.00	565,265.13	72,454.10	.....	13,398.05	12,705.96	.....	200.00	†111,735.34	802,287.90
Florida East Coast Ry.	53,069,675.35	659,247.36	1,732,655.56	308,012.46	4,369,516.30	2,599,067.98	.....	62,738,175.01	12,500,000.00	37,950,000.00	3,414,069.17	1,208,276.62	4,197,491.85	.....	77,856.23	3,390,481.14	62,738,175.01	.....
Georgia & Florida Ry.	15,786,766.66	100.00	803.73	290,562.71	990,949.07	.....	13.80	17,200,013.24	8,695,000.00	8,410,786.99	3,883,282.30	.....	286,731.02	361,973.55	7,573.57	722.00	†4,446,056.19	17,200,013.24
Georgia, Florida & Alabama Ry.	2,619,855.26	5,000.00	65,694.86	1,100.22	238,610.44	53,817.11	.....	2,984,077.89	572,000.00	2,113,000.00	817,678.66	26.68	206,703.56	118,762.57	.....	.....	†844,093.58	2,984,077.89
Georgia Southern & Florida Ry.	13,244,348.60	17,301.00	182,225.41	2,163.93	1,414,666.98	189,161.06	.....	15,049,866.98	3,768,000.00	6,646,336.09	225,177.41	.....	1,208,221.70	954,472.78	85,472.67	2,162,186.33	15,049,866.98	
Jacksonville Terminal Co.	3,345,217.06	.....	295,292.10	.....	209,208.70	88,950.72	.....	3,938,668.58	375,200.00	2,530,000.00	671,500.66	.....	174,795.53	120,956.55	.....	66,215.84	3,938,668.58	
Louisville & Nashville R. R.	329,789,407.08	9,673,654.60	6,451,938.83	6,951,372.39	59,535,241.79	572,863.09	.....	412,974,477.78	72,012,116.76	172,585,276.62	6,125,627.28	19,739.22	38,443,470.89	43,298,663.21	.....	3,547,616.63	76,941,967.17	412,974,477.78
Seaboard Air Line Ry.	197,705,735.86	1,347,076.85	1,657,548.35	386,690.98	5,547,719.93	13,628,742.89	6,829,212.46	227,102,727.32	60,950,800.00	129,448,869.01	12,798,386.75	.....	545,386.68	4,974,913.71	11,343,775.32	207,818.65	6,832,777.20	227,102,727.32
Standard & Hernando R. R.	801,384.79	37,500.00	.....	20.80	9,942.79	1,068.86	17,351.73	867,268.97	200,000.00	672,761.22	4,221.27	38,621.09	18,572.03	.....	286.62	†67,193.26	867,268.97	
St. Johns River Terminal Co.	1,329,109.48	.....	3,087.50	66.36	124,482.07	101.00	.....	1,456,846.41	100,000.00	1,266,559.71	2,167.81	.....	109,781.48	11,981.01	.....	7,716.52	†41,360.12	1,456,846.41
Tampa & Gulf Coast R. R.	1,095,889.00	.....	1,663.08	.....	35,473.30	102,035.26	53,625.31	1,288,685.95	250,000.00	1,193,938.96	25,698.28	18,588.81	.....	10,698.86	94,231.53	1,236.03	†305,706.52	1,288,685.95
Tampa Northern R. R.	1,986,953.25	.....	58,109.11	18,588.81	27,915.64	56,903.66	48,720.73	2,197,191.20	750,000.00	1,686,033.04	273,809.73	.....	.....	84,374.14	75,201.48	7,451.02	†679,678.21	2,197,191.20
Tampa Union Station	256,950.29	.....	680.83	.....	13,194.69	40,127.79	8,110.02	319,063.62	30,000.00	240,000.00	3,125.70	.....	.....	.....	30,000.77	.....	15,937.15	319,063.62
Totals	\$885,273,273.73	\$ 17,436,547.88	\$ 24,322,575.44	\$ 8,010,940.20	\$ 88,504,207.14	\$ 18,895,857.55	\$ 7,437,633.81	\$ 1,049,881,035.75	\$234,049,259.26	\$507,559,591.77	\$ 32,735,997.00	\$ 1,286,128.47	\$ 56,842,240.45	\$ 74,015,831.91	\$ 11,550,782.67	\$ 4,619,381.23	†\$127,221,822.99	\$ 1,049,881,035.75

†Deficit.  
\*Not furnished.  
\*\*Operating receiver only.  
xPurchased properties of Florida, Alabama & Gulf October 16, 1919.



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